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1993

AGENDA / MINUTES OF THE
TRANSPORT AND ENVIRONMENT
COMMITTEE

Nov. 1, 1993-

2. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Decontamination of PCBs by ENSR Operations Ltd.
for McMaster University, 1280 Main Street West
- (b) Third Sector Employment Enterprises' Application for a
Certificate of Approval for a Waste Disposal Site (Processing)
- (c) Amendment to Road Closure Policy
- (d) Management Board Secretariat
Consolidation of PCB at Hamilton Psychiatric Hospital
(Referred back by City Council 1993 October 26)

3. DIRECTOR OF TRAFFIC SERVICES

King Street West and streets within the Westdale B.I.A. Area - Parking Regulations

4. BUILDING COMMISSIONER

No. 355 MacNab Street North

5. CHAIRMAN OF THE MANAGEMENT TEAM AND THE MANAGEMENT TEAM

1994 User Fees

NOTE: The Consolidated User Fee Report which was presented to the Committee of the Whole on 1993 October 26 has not been reproduced in it's entirety in your agenda. Please bring your copy of the report to the meeting.

6. ALDERMAN B. MORELLI

- (a) Request for a Three-way Stop Control at Glendale Avenue North at Beechwood Avenue.
- (b) Request for a Four-Way Stop Control at Francis Street and Douglas Street.

7. OTHER BUSINESS**8. ADJOURNMENT**

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Criteria and report of School Crossing Guards	1992 January 6	Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner of Transportation/ Environmental Services	Report Pending Public Meeting
3.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
4.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
5.	Use of City Vehicles by Foremen	1992 Sept. 29	Director of Public Works	Report Back 1993 Sept.
6.	Downsizing Sanitation Crews from Three Men to Two Men	1993 March 1	C.A.O. Director of Public Works Commissioner of Human Resources	Prepare Feasibility Study
7.	1 Hunter Street Disabled Parking	1993 April 5	Director of Traffic Services	Prepare Report
8.	Three-way Stop - Mount Pleasant Drive and Pearson Avenue	1993 July 19	Director of Traffic Services	Report Back 1994 January
9.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
10.	No. 204 Chesley Street Development Costs	1993 Sept. 20	Commissioner of Transportation/ Environmental Services	Prepare Report (December meeting)
11.	Brucedale Avenue and East 8th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April
12.	Brucedale Avenue and East 25th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April

Kevin C. Christenson, Secretary
1993 November 1

CONSENT AGENDA

Transport and Environment Committee
Monday, 1993 November 1
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 October 18

URBAN M
OCT 1993
GOVERNMENT DOCUMENTS

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) Loconder Drive between Upper Gage Avenue and Queen Victoria Drive
- (b) Bendamere Avenue between Geneva Drive and Delmar Drive
- (c) South side of Ninth Avenue, east of Fernwood Crescent
- (d) Rowanwood Street
- (e) Intersection of South Bend Road West and Collier Crescent (West Leg)
- (f) Afton Avenue between Norway Avenue and Lorne Avenue
- (g) Caroline Street South between Bold Street and Duke Street
- (h) South side of Royal Avenue
- (i) Twin Crescent/Twin Court
- (j) School Bus Loading Zone on East 37th Street adjacent to Blessed Sacrament School
- (k) Intersection of Fife Street and Chestnut Avenue
- (l) South Bend Road West between Laurier Avenue and West 5th Street
- (m) Application to lease a portion of the west boulevard of Proctor Boulevard adjacent to No. 84 Proctor Boulevard

- (n) No. 129 Fairleigh Avenue South -
Discharge of Residential Boulevard Parking Agreement
- (o) Leland Street between Ward Avenue and Whitney Avenue
- (p) Acadia Drive between Butler Drive and Balharbour Drive
- (q) South side of Lawnhurst Drive -
School Bus Loading Zone Removal
- (r) School Bus Loading Zone on Bendamere Avenue
adjacent to Ecole Monseigneur-de-Laval
- (s) Queen Victoria Drive - Driveway Clearance
- (t) South Bend Road West between Upper James Street
and West 5th Street
- (u) Laurier Avenue
- (v) No. 499 Ferguson Avenue North -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

ii. Intersection Control

- (a) Intersection of Acadia Drive and Elite Drive
- (b) Intersection of Lockheed Drive and Racalmuto Street

iii. School Crossing Guards

Glendale Avenue and King Street East

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. 1993 Servicing Expenditures Related to Subdivisions
- ii. Incorporating certain City lands into Limeridge Road East
- iii. Incorporating certain City lands into Upper Kenilworth Street

D. DIRECTOR OF PROPERTY

Offer to Purchase (Highway Closure)
East/West Alley at rear of 615 Main Street East
J. B. Marlatt Funeral Homes (1985) Limited
(W. R. Hockney, President)

E. CITY SOLICITOR

- i. Local Improvements of Concrete Alley
North of Barton Street East - \$30,400.
- ii. Local Improvements of Concrete Curbs
and Sidewalk on Rennie Street - \$8,700.

F. DIRECTOR OF PUBLIC WORKS

Construction of a Reinforced Concrete Liner for Red Hill Creek,
East of Quigley Road and North of Greenhill Avenue.

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

Monday, 1993 October 18
9:30 o'clock a.m.
Room 233, City Hall

1(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman G. Copps
Alderman D. Drury
Alderman T. Anderson
Alderman D. Ross
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Board of Education
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Public Works Department
Ms. H. Milsome, Public Works Department
Mr. D. W. Vyce, Director of Property
Mr. M. Watson, Property Department
Mr. G. Aston, Roads Department
Mr. P. Baker, Parking Authority
Ms. H. Pelton, Solicitor for Glendale Spinning Mills
Mr. D. Hamby, Glendale Spinning Mills
Mr. C. Halford, Solicitor, Plaza Nisson
Mr. M. Wajtowicz, Plaza Nisson
Mr. J. Orser, Environmental and Safety Services
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

- (a) **By-law to Stop-up, Close and to Authorize the Sale of
Parts of Belview Avenue, designated as Parts 2 and 3 on Plan 62R-12325**

The Committee was in receipt of a report dated 1993 September 9 from the Senior Director, Roads Department respecting the above-noted subject.

Mr. Aston of the Roads Department detailed the process leading up to a recommendation to close Belview Avenue. Mr. Watson of the Property Department stated that staff from the Public Works Department and Property Department had met with both Plaza Nisson and Glendale Spinning Mills to resolve their differences in terms of the closure of Belview Avenue. He stated that no settlement had been reached. Mr. C. Halford, Solicitor for Plaza Nisson appeared before the Committee and stated that Plaza Nisson was opposed to the closure. He stated that there was no need to close the road and that closure would cause problems for parking to his client's business. He further added that proper notice had not been served to Plaza Nisson respecting the closure.

Ms. H. Pelton, Solicitor for Glendale Spinning Mills appeared before the Committee and described the Spinning Mill operation and truck traffic problem throughout the neighbourhood which causes a dangerous situation for both children and residents. He stated that the closure of Belview Avenue would give the operation a staging area for its trucks and would make the neighbourhood situation much safer.

Mr. D. Hamby, President of Glendale Spinning Mills spoke to the Committee stating that Glendale Spinning Mills has worked very closely with the City to rectify this safety problem. He stated that he had also made proposals to Plaza Nisson to improve their employee and customer parking problems.

Following considerable discussion, the Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of Salmond Court commencing at Upper Ottawa Street and extending to a point 124 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

Subsequently, the Committee agreed that Mayor Morrow, Alderman Drury and Alderman Morelli would meet with the representatives of Plaza Nisson to assist them with a solution to their parking problem in light of the closure of Belview Avenue.

- (b) **Intersection of Brucedale Avenue East and East 25th Street -
Intersection Control, Alderman H. Merling/Alderman T. Anderson**

The Committee was in receipt of a report dated 1993 September 20 from the Director of Traffic Services respecting the above-noted subject.

Mr. Murray Main, Director of Traffic described the intersection as well as the background information and the recommendation being presented to the Committee.

Following discussion, the Committee approved the following recommendation:

- (a) That a four-way stop control be implemented at the intersection of Brucedale Avenue East and East 25th Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.
- (c) The Director of Traffic Services be directed to report back to the Transport and Environment Committee on the effect of the four-way stop in 6 months time.

***Alderman Wilson and Alderman Eisenberger opposed.**

- (c) **Intersection of Brucedale Avenue East and East 8th Street -
Intersection Control, Alderman H. Merling/Alderman T. Anderson**

The Committee was in receipt of a report dated 1993 August 30 from the Director of Traffic Services respecting the above-noted subject.

Following discussion, the Committee approved the following recommendation

- (a) That a four-way stop control be implemented at the intersection of Brucedale Avenue East and East 8th Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.
- (c) The Director of Traffic Services be directed to report back to the Transport and Environment Committee on the effect of the four-way stop in 6 months time.

***Alderman Wilson and Alderman Eisenberger opposed.**

2. CONSENT AGENDA**A. ADOPTION OF THE MINUTES**

The minutes of the meeting held 1993 September 20 were adopted as circulated.

B. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. Parking Regulations****(a) Salmond Court**

The Committee was in receipt of a report dated 1993 September 27 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of Salmond Court commencing at Upper Ottawa Street and extending to a point 124 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) Jackson Street West between Queen Street South and Ray Street South

The Committee was in receipt of a report dated 1993 September 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south side of Jackson Street West between Queen Street South and Ray Street South be revised, such that the regulation commences 122 feet west of Queen Street South and extends to Ray Street South; and
- (b) That a "Three Hour Parking Time Limit, 24 hours/day, seven days a week" regulation be implemented on the south side of Jackson Street West commencing at Queen Street South and extending to a point 122 feet westerly therefrom; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) McElroy Road West between Upper James Street and West 2nd Street

The Committee was in receipt of a report dated 1993 September 22 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of McElroy Road West between Upper James Street and West 2nd Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(d) **Cloverhill Road between Brantdale Avenue and Gateview Drive**

The Committee was in receipt of a report dated 1993 September 23 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an "Alternate Side Parking" regulation and a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Cloverhill Road between Brantdale Avenue and Gateview Drive, such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **No. 391 Strathearne Avenue -
Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 September 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Strathearne Avenue commencing at a point 183 feet south of the north end of the street and extending to a point 28 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Laurie Schiestel, No. 391 Strathearne Avenue; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

***Alderman Wilson indicated that the map attached to the report did not show the area to be considered.**

(f) **No. 128 Park Row North -
Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 September 22 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping Wheelchair Loading Zone, 10:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Park Row North commencing at a point 84 feet north of Roxborough Avenue and extending to a point 19 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (g) **East Side of Garfield Avenue North -
Request for a reserved "Permit Parking" space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 September 27 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east of Garfield Avenue North, commencing at the north end and extending to a point 22 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Natale Labate, 40 Garfield Avenue North; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

- (h) **Leeming Street, adjacent to No. 431 Cannon Street East -
Request for a reserved "Permit Parking" space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 October 6 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 31 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (i) **No. 113 Ray Street North -
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 September 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of Ray Street North commencing at a point 75 feet south of York Boulevard and extending to a point 20 feet southerly therefrom be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (j) **No. 290 South Bend Road East -
Revision of a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 September 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 9:00 p.m., Monday to Friday" regulation on the south side of South Bend Road East commencing at a point 280 feet east of East 16th Street and extending to a point 36 feet easterly therefrom be revised such that it will be in effect from 8:00 a.m. to 9:00 p.m., Monday to Friday; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(k) **School Bus Loading Zone on the south side of Queensdale Avenue East Adjacent to Highview Elementary School**

The Committee was in receipt of a report dated 1993 October 4 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Queensdale Avenue East commencing at a point 33 feet west of the west curb line of Nancy Street and extending to a point 120 feet westerly therefrom be extended a further 40 feet westerly; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(l) **Intersection of Lower Horning Road and Whitney Avenue - Corner Clearance**

The Committee was in receipt of a report dated 1993 September 22 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the west side of Lower Horning Road commencing at Whitney Avenue and extending to a point 71 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

ii. **School Crossing Guards**

(a) **Crockett Street and Upper Gage Avenue**

The Committee was in receipt of a report dated 1993 September 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing hours of the School Crossing Guard at the intersection of Crockett Street and Upper Gage Avenue be extended to include the lunch time school crossing periods; and
- (b) That the extended times be considered to be on a trial basis until the end of 1993.

(b) **Barton Street East and Nash Road**

The Committee was in receipt of a report dated 1993 October 7 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

That the School Crossing Guard service be discontinued during the lunch hour period at the signalized intersection of Barton Street East and Nash Road.

iii. Snow Route Designations

Eva Street and Eaglewood Drive

The Committee was in receipt of a report dated 1993 October 8 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the following streets be designated as snow routes:
 - Eva Street between Rymal Road and Eaglewood Drive
 - Eaglewood Drive between Eva Street and Eleanor Avenue
- (b) That the City Traffic By-law 89-72 be amended accordingly.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. 1993 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1993 September 24 from the Senior Director of Roads respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the portion of Section 44 of the Eighth Report of the Transport and Environment Committee for 1993 adopted by City Council on 1993 June 29, which refers to the approval of engineering schedules for "Allison Estates - Phase 1", Hamilton be deleted.
- (b)
 - i. That the submitted schedule of works be adopted for inclusion in the subdivision agreement with the Owners for the estimated cost of services in:

"ALLISON ESTATES - PHASE 1", Hamilton

City's Share - \$186,454.94, Owner's Share - \$292,573.06
 - ii. That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement with the owners of "Allison Estates - Phase 1", Hamilton as well as any other related documents for this development, subject to the approval of the City Solicitor.
 - iii. That approval of the above noted clauses be subject to the condition that no work be commenced until the final plan and subdivision agreement has been registered.
 - iv. That in the event the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
 - v. That the City's share of services in "Allison Estates - Phase 1", Hamilton (\$43,710.79) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

ii. **Incorporating certain City lands into various streets by By-law**

The Committee was in receipt of a report dated 1993 September 24 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the following City land be incorporated into the street in order to provide access to newly registered subdivision developments:

Dalcar Court Part 6 Plan 62R-12332

- (b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iii. **Advertent Encroachment**

Railway Spur Line, Pier-15, Hamilton Harbour Commissioners

The Committee was in receipt of a report dated 1993 October 13 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the application of R. A. Edwards, agent for The Hamilton Harbour Commissioners (605 James North, Hamilton L8L 1K1) to install railway spur lines to serve Pier 15, crossing the Northerly Limits of Wentworth Street, Niagara Street and Hillyard Street, be approved, subject to the following conditions:
- i. That the applicant enter into an Encroachment Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the City Solicitor;
 - ii. That the applicant pay a first year fee of \$230. for processing and registration and an annual fee of \$6,742.31;
 - iii. That the applicant's contractor be bonded with the Region of Hamilton-Wentworth and the City of Hamilton to make excavations on City Streets;
 - iv. That the applicant build a structure to protect the existing 15" and 18" sewers on Hillyard Street, satisfactory to the Commissioner of Transportation/Environmental Services;
 - v. That the applicant be responsible for any costs incurred by Hamilton Hydro and/or Bell Canada for relocation of any existing plant;
 - vi. That during operation of the spur lines the applicant provide a flagman for protection of the public during any train movement within the road allowance;
 - vii. That the applicant agree that the traffic flow will not be disrupted by the trains for a period of more than 10 minutes;
 - viii. That the applicant install, repair, maintain and replace all cross bucks, ballasts, steel rails, tie plates, spikes, wood ties and asphalt within the road allowance, at no expense to the City;
- (b) That the Mayor and the City Clerk be authorized to sign and execute all necessary documents to execute this agreement;

D. DIRECTOR OF PROPERTY

Settlement of Expropriation

Part of 1477 Upper James Street - Albert Boxinbaum

The Committee was in receipt of a report dated 1993 October 7 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a)
 - i. That the following provisions be approved and completed of the Agreement by Owner To Accept Compensation, made by Albert Boxinbaum, on 1993 August 31, and scheduled to close on or before 1993 November 24, for land expropriated on 1989 September 25 for highway purposes, having a frontage of 40.234 metres (132 feet) along the easterly limit of Upper James comprising an area of .463 hectares (1.145 acres) (described as Parts 1 to 8 on Expropriation Plan No. 9535). This settlement includes final compensation at \$645,039.90; professional fees and disbursements (inclusive of G.S.T.) at \$31,559.56; plus 6% interest on unpaid compensation from 1989 September 25 to date of closing. (\$557,189.90 of the said compensation has already been paid to the former owner on 1990 October 4).
 - ii. That the closing of the said expropriation settlement be conditional upon closing the purchase of adjacent land fronting on Upper James from Albert Boxinbaum authorized below. The Option to Purchase such land and the settlement of the said expropriation are to be accepted by Council concurrently and both property transactions are to be finalized contemporaneously.
 - iii. That it is also understood and agreed,

that a One Foot Reserve shall be located by the City along the easterly limit of the land expropriated (Part 7, Expropriation Plan No. 9535) and along the easterly limit of the land being purchased by the City (the westerly 180.245 metres (591.35 feet) more or less, of Part 14, Plan 62R-9741).

that Albert Boxinbaum, (his heirs, executors and administrators, successors, agents, and assigns) be granted a right-of-way over the southerly 10 feet of Parts 1, 7 and 8, Expropriation Plan No. 9535 for access to link his remaining rear land with Upper James Street until Parts 1, 7 and 8 are part of the highway or until the owner of the remaining rear land pays its share of costs to remove the said one foot reserve, whichever occurs first.
- (b)
 - i. That an Option to Purchase Agreement, executed by the owner, Albert Boxinbaum, on 1993 August 31, scheduled to close on or before 1993 November 24, for the City's purchase of the remaining frontage of 1477 Upper James described as the westerly 180.245 metres (591.35 feet) more or less, of Part 14, Plan 62R-9741, comprising an approximate area of 0.26 hectares (0.642 acres) more or less, be approved and completed, for a purchase price of \$321,000.
 - ii. That the closing of this City purchase be conditional upon closing the said settlement of the expropriation authorized above.
- (c)
 - i. That the City Treasurer recommend the method of financing the said expropriation settlement and the said purchase.
 - ii. That the Mayor and City Clerk be authorized and directed to execute the necessary documents for the settlement and the purchase.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**i. Ontario Good Roads Association, 1994 Annual Conference
1994 February 20 to February 23, Toronto, Ontario**

The Committee was in receipt of a report dated 1993 October 12 from the Secretary, Transport and Environment Committee respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the Chairman of the Transport and Environment Committee or his designate be authorized to attend the 1994 Ontario Good Roads Association Annual Conference to take place on 1994 February 20 to February 23, Toronto, Ontario.
- (b) That costs for attendance be provided from the Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

ii. Information Reports

The Committee was in receipt of a report dated 1993 October 12 from the Secretary, Transport and Environment Committee respecting Information Reports.

The Committee approved the following recommendation:

That the following list of Information Reports previously distributed to the Transport and Environment Committee, be received.

1993 September 14

Doug Lobo
Director of
Public Works

Garbage Collection -
Disposal of Refrigeration Units

1993 September 21

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**Management Board Secretariat Consolidation
of PCBs at Hamilton Psychiatric Hospital**

The Committee was in receipt of a report dated 1993 September 23 from the Senior Director, Environmental Services Department respecting the above-noted subject.

Concern was expressed by Committee Members over the storage of PCBs at a Psychiatric Hospital. Mr. Orser of the Management Board Secretariat indicated that the Hamilton Psychiatric Hospital was a licensed site and that the storage was not related to the Hospital in any way.

Following discussion, the Committee approved the following recommendation:

- (a) That the West Central Region Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to the transfer and storage of PCB waste by the Management Board Secretariat to their Hamilton Psychiatric Hospital PCB storage site; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOEE for their information.

***Alderman Kiss, Alderman Jackson and Alderman D'Amico recorded opposed.**

4. **BUILDING COMMISSIONER**

No. 355 MacNab Street North - Building Permit for Private Garage

The Committee was in receipt of an information report dated 1993 September 23 from the Building Commissioner respecting the above-noted subject.

Following a brief discussion, the Committee directed staff to respond to the following questions put forth by Alderman V. J. Agro:

Respecting Item 2 of the Report:

"On what basis and for what purpose were the plans changed?"

- did this change require some special approval (i.e. Committee of Adjustment etc.) and if so explain.

Respecting Item 3 of the Report:

"Did anyone look at the results of this change and consider that it would block the right-of-way for the residents."

5. **OTHER BUSINESS**

(a) **Removal of Asphalt - Rennie Street**

Alderman Wilson questioned the Director of Public Works respecting the removal of asphalt - Rennie Street. He stated that a resident had noted that the City is not dealing with the removal of the asphalt in accordance with the proper procedure for this activity. Mr. Lobo responded that the asphalt being removed was being utilized to resurface the snow area dump site at the City yard.

(b) **Three-way Stop Control - Cranbrook Drive and Stanlow Crescent**

Alderman D'Amico stated that at its last meeting, the Transport and Environment Committee had approved a three-way stop control at Cranbrook Drive and Stanlow Crescent. He informed the Committee that residents in the area would prefer to see the three-way stop control implemented at the intersection of Cranbrook Drive and Greenshire Drive in lieu of the aforementioned intersection.

Following discussion, the Committee approved the following recommendation:

That Section 39 of the Eleventh report of the Transport and Environment Committee for 1993, respecting the implementation of three-way stop control at the intersection of Cranbrook Drive and Stanlow Crescent, approved by City Council at its meeting of 1993 August 31 be deleted in its entirety and replaced with the following;

- (a) That three-way stop control be implemented at the intersection of Cranbrook Drive and Greenshire Drive; and
- (b) That the City Traffic By-law 89-72 be implemented accordingly.

(c) **Bill - Poster Distribution**

The Committee discussed the establishment of a Sub-Committee to look at the distribution of advertising leaflets and flyers throughout the City. Alderman Jackson and Alderman Wilson volunteered to represent the Transport and Environment Committee on this Sub-Committee.

(d) **Police Response to Emergency Calls**

Ms. Price informed the Committee that she had received a phone call from her next door neighbour indicating that two men were attempting to break-in to her neighbour's house. Ms. Price indicated that she had called 911 and had received no response to her request for Police action to intervene in the attempted break-in.

The Committee agreed that the Police issue would be raised on the Council floor at the next Regional Council meeting.

(e) **Neighbourhood Watch**

Alderman Wilson questioned the status of the Neighbourhood Watch budget. The Chairman indicated that while the budget for Neighbourhood Watch was near zero that any request for a Neighbourhood Watch program be brought forward to the Transport and Environment Committee in writing.

6. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 October 18

11611x

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

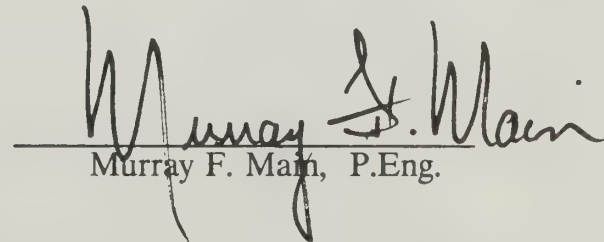
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Loconder Drive between Upper Gage and Queen Victoria Drive - Parking Regulations.
[TEC-213-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the north side of Loconder Drive between Upper Gage Avenue and Queen Victoria Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

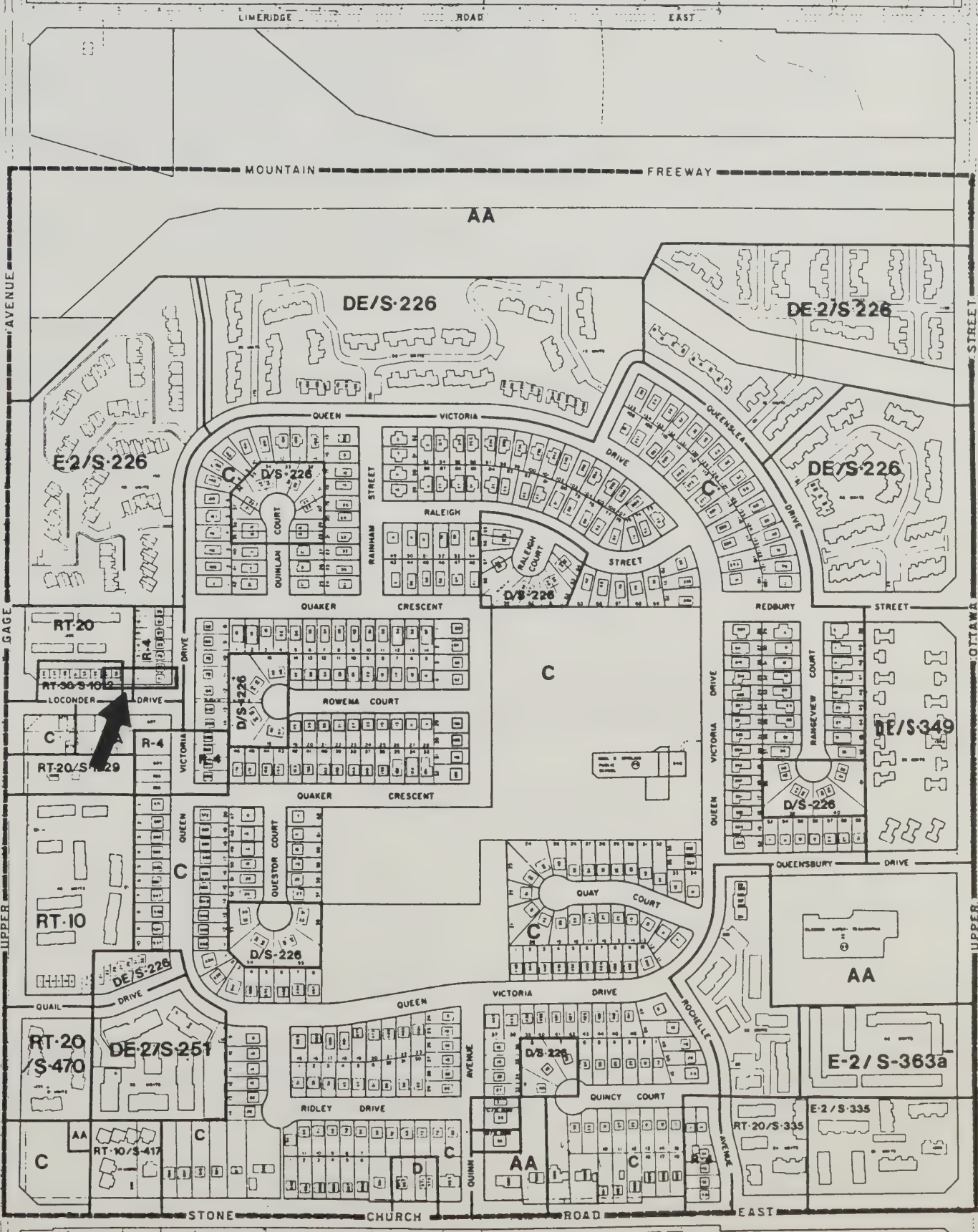
Alderman Tom Jackson has advised of a request from Ms. Jackie McDonald, 175-91 Queen Victoria Drive, that a "No Parking" regulation be implemented on Loconder between Upper Gage and Queen Victoria.

Loconder has a 29 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for "No Stopping" signal clearances on both sides of the street, immediately east of Upper Gage. The Traffic Department supports the principal of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

An investigation has revealed that there are five legal on-street parking spaces on the north side and ten on the south side of the street in this block. The north side of the street is occupied by eight townhomes and one single family home and the south side is occupied by one single family home. The Traffic Department contacted the resident from the only single family home on the north side of the street and this resident has advised that he supports the requested regulation. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of approximately five legal on-street parking spaces. However, since all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB
CVB/ks



LIMERIDGE ROAD EAST

MOUNTAIN FREEWAY

AA

DE/S-226

DE-2/S-226

E-2/S-226

DE/S-226

RT-20

RT-20/S-470

RT-20/S-470

RT-10

RT-20/S-470

DE-2/S-251

RT-10/S-417

RIDLEY DRIVE

D/S-226

QUINCY COURT

E-2/S-363a

E-2/S-335

RT-20/S-335

AA

STONE CHURCH ROAD EAST

UPPER SAGER AVENUE

UPPER OTTAWA STREET

16x12

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

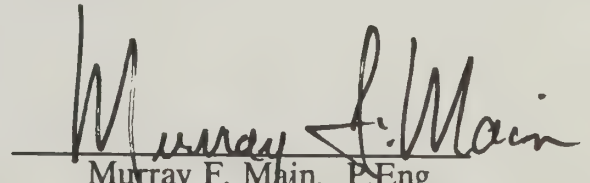
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue between Geneva Drive and Delmar Drive - Parking Regulations.
[TEC-229-93]

RECOMMENDATION:

- a) That a "No Parking, 8:00 a.m to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Geneva Drive and Delmar Drive and on the south side between the east property line of No. 151 Bendamere Avenue and Columbia Drive (west leg); and
- b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Delmar Drive and Briarwood Crescent and on the south side between Columbia Drive (west leg) and Briarwood Crescent; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

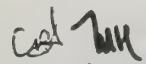
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

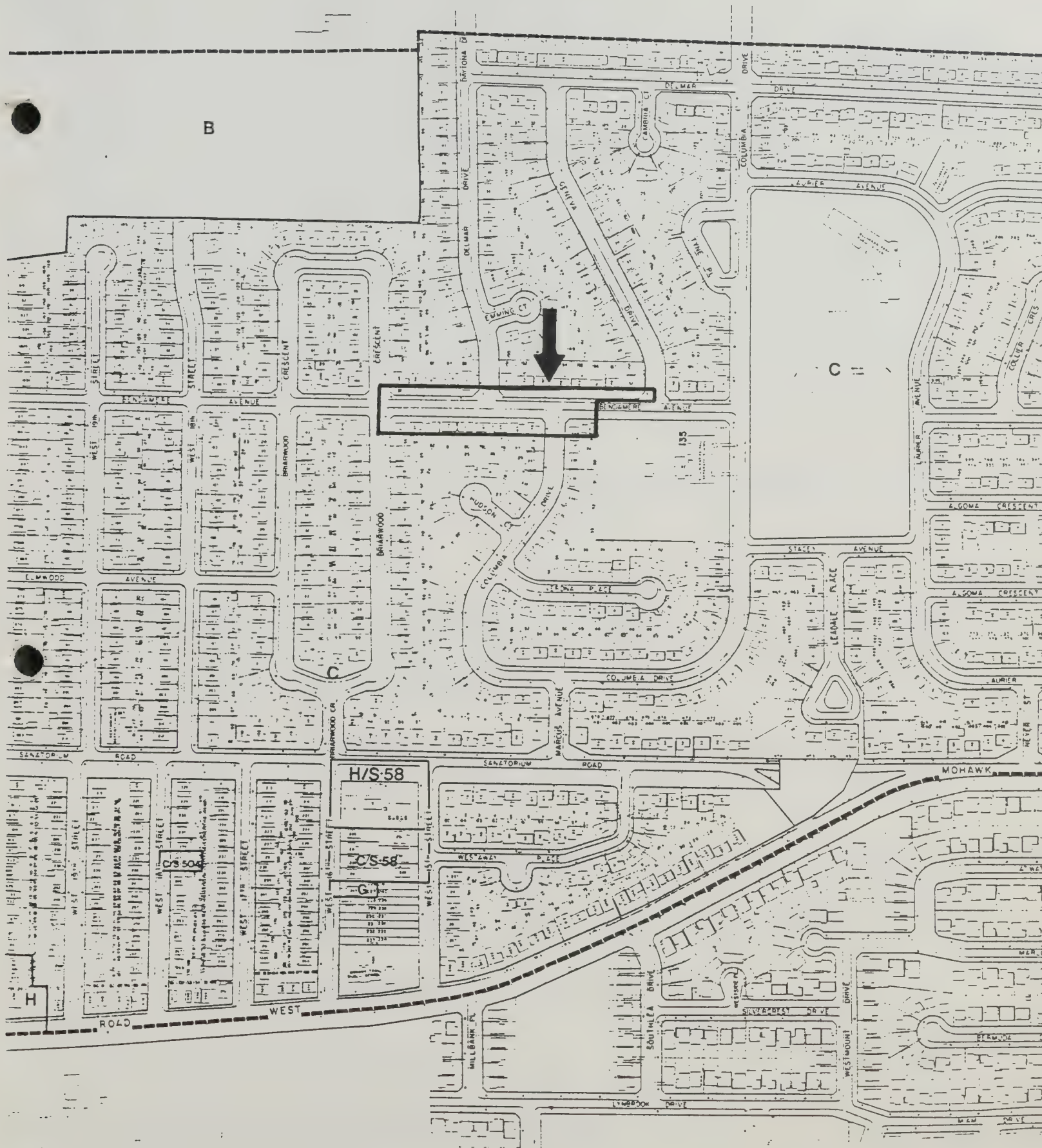
The Traffic Department has received two petitions the first signed by representatives of nine of the ten residential dwellings abutting Bendamere Avenue between Geneva Drive and Delmar Drive, requesting that a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. All nine residents who signed the petition are in favour of the requested regulation. The second petition was signed by representatives of 11 of the 13 residential dwellings abutting Bendamere between Columbia and Briarwood, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Bendamere in this block.

Bendamere has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a school bus loading zone on the south side adjacent to Monseigneur de Laval School, east of Columbia.

The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College as well as traffic flow problems. The implementation of the requested part-time parking prohibition would facilitate two-way traffic flow and driveway movements during weekdays. While the Traffic Department normally considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary, all homes have available off-street parking. The implementation of the requested time limit regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since a majority of the abutting residents are in favour of the requested regulations, the Traffic Department concurs with the requests.


CVB/MH/ca

B



1(811)c

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

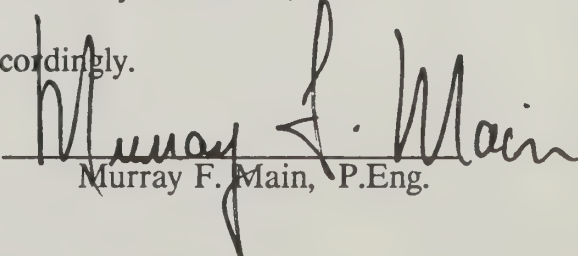
RECEIVED
OCT 14 1993
CITY CLERKS

SUBJECT:

South Side of Ninth Avenue, east of Fernwood Crescent - Parking Regulations. [TEC-239-93]

RECOMMENDATION:

- a) That the existing "No Stopping Anytime" regulation on the south side of Ninth Avenue opposite Fernwood Crescent be revised such that the regulation will commence at a point 48 feet east of Fernwood Crescent and extend to a point 42 feet west of Fernwood Crescent; and
- b) That a "No Stopping, Wheel Chair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Ninth Avenue commencing at a point 48 feet east of Fernwood Crescent and extending to a point 20 feet easterly therefrom; and
- c) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Ninth Avenue adjacent to Fernwood Park School be revised, such that the regulation commences at a point 68 feet east of Fernwood Crescent and extends to a point 129 feet easterly therefrom; and
- d) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of revising the subject signs.

BACKGROUND:

The Hamilton Board of Education recently contacted the Traffic Department requesting various changes to the parking regulations on Ninth Avenue adjacent to Fernwood Park School. These changes have been requested due to the construction of a platform for loading/unloading disabled persons, a new parking lot, an entrance sidewalk to the school and driveway approach for the school property.

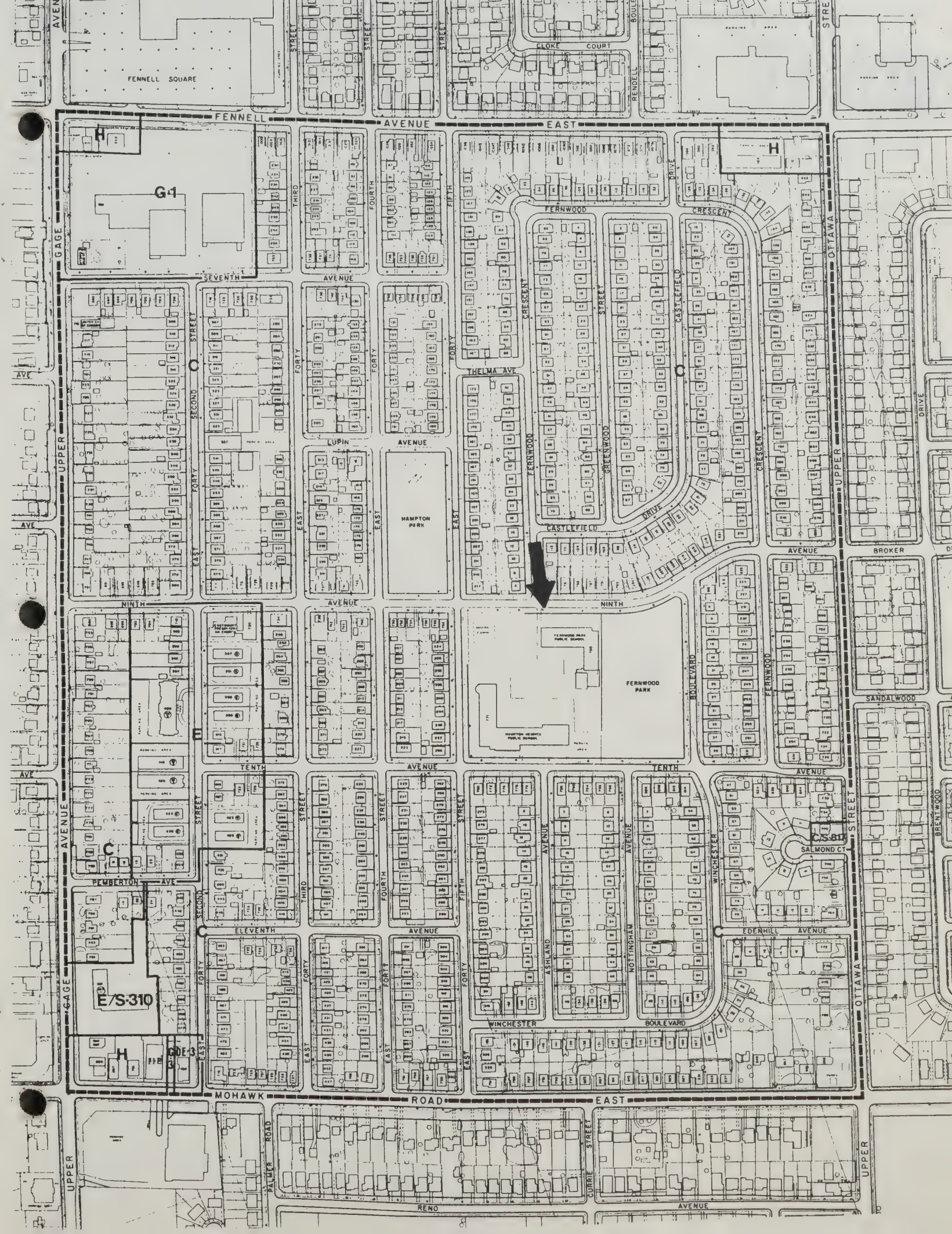
Staff met on-site with the school principal to discuss the changes. The school has D.A.R.T.S. vehicles loading/unloading students at various times during the day and with the current regulations, has difficulty finding curbside space due to parents loading/unloading their children from private vehicles. The designation of a Wheel Chair Loading Zone will provide a dedicated space for D.A.R.T.S. vehicles and allow these vehicles to utilize the sidewalk constructed for disabled users.

The subject area is presently signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, a school bus loading zone and a "No Stopping Anytime" regulation on the top of the "T" intersection with Fernwood.

The relocation of the "School Bus Loading Zone" and the extension of the "No Stopping Anytime" regulation consolidates and simplifies signing in the area for all motorists.

All of the residential properties in the area have off-street parking provided. Therefore, the proposed regulations would have no impact on the neighbouring residential properties. The "No Stopping Anytime" extension will reduce available on-street parking after 6:00 p.m. by one parking space but will improve visibility of the painted crosswalk at the intersection. The principal of the school concurs with the proposed changes. Therefore, the Traffic Department concurs with these changes.

TA/MH/ks



1(Bxi)H

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

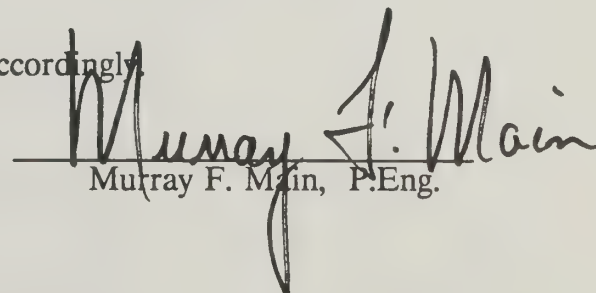
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rowanwood Street - Parking Regulations. [TEC-242-93]

RECOMMENDATION:

- a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Rowanwood Street between Beach Road and the southerly end be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

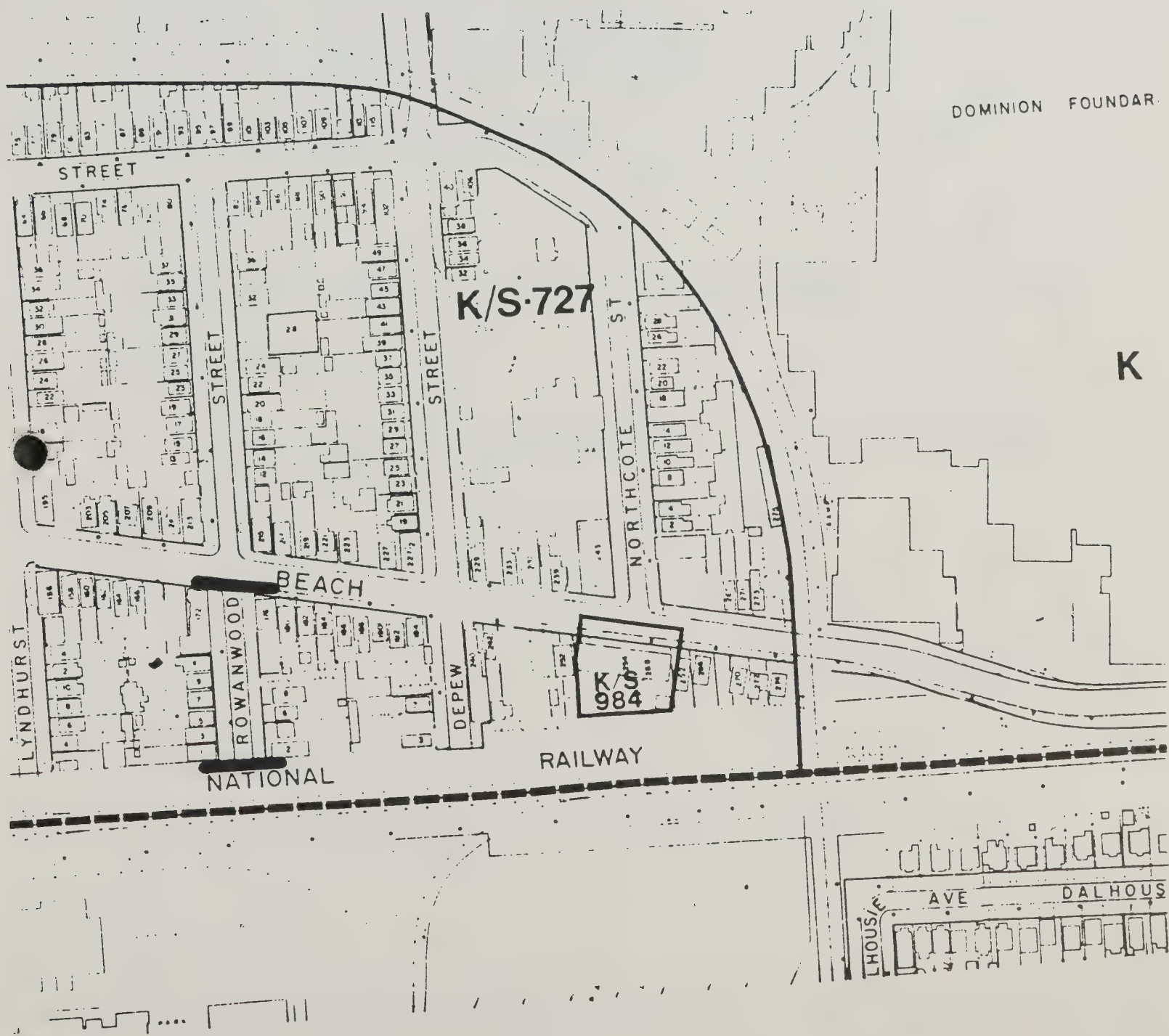
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of changing the subject signs. However, the \$24.00 annual charge for each parking permit would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the eight one, two and three family dwellings abutting Rowanwood Street between Beach Road and the southerly end, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation. All five of the residents who signed the petition are in favour of the requested regulation. Staff contacted one additional resident who stated that she has no opinion regarding this matter.

Rowanwood has a 24 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking" regulation on the street in this area. The residents have expressed concern regarding long-term non-resident parking by patrons of the R Place Tavern, No. 172 Beach Road. The implementation of the requested regulation will further reduce long-term non-resident parking in this area. Therefore, since 63 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MT/CVB/ks



DOMINION FOUNDAR

K

1(BXIXe)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

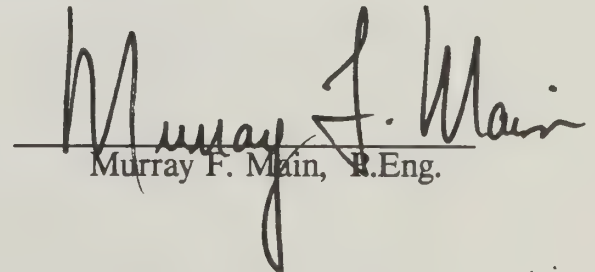
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of South Bend Road West and Collier Crescent (west leg) - Corner Clearance.
[TEC-243-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of South Bend Road West, commencing at Collier Crescent (west leg) and extending to a point 97 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

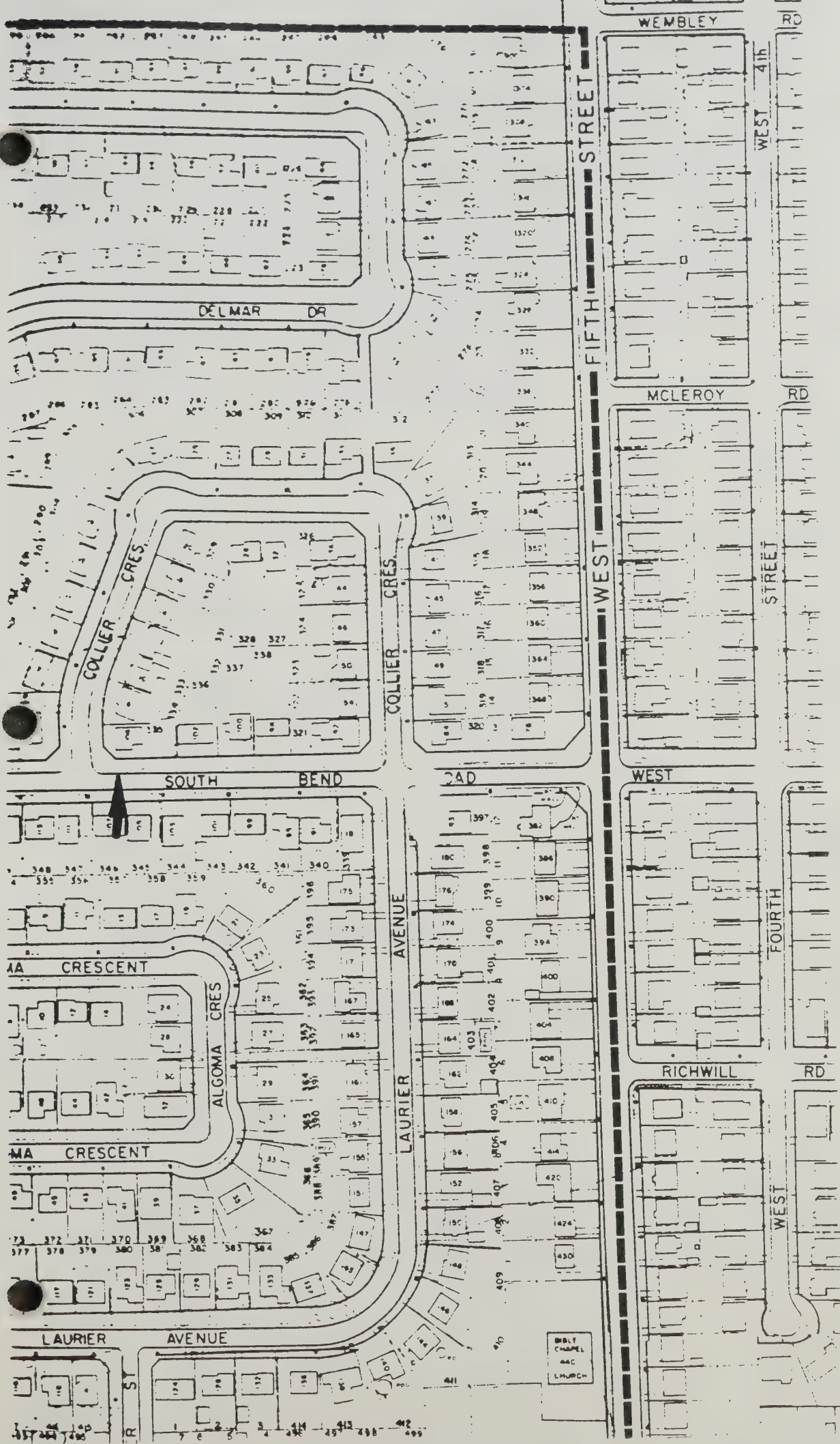
BACKGROUND:

The Traffic Department has received a request from Mr. Albert Marzoli, 10 Collier Crescent, that a corner clearance be implemented on the north side of South Bend Road West, immediately east of Collier Crescent (west leg) to improve motorists' visibility at this intersection.

South Bend has a 28 foot pavement width, and presently, there is unrestricted parking on the north side and a parking prohibition on the south side of the street in this area. Mr. Marzoli has expressed concern that when vehicles are parked on the north side of South Bend, immediately east of Collier (west leg), motorists' visibility of on-coming traffic is obstructed to some degree. An investigation has confirmed that parked vehicles in this area do obstruct motorists' visibility somewhat and therefore, staff concur with this request.

The implementation of the requested regulation would result in a loss of approximately three legal on-street parking spaces, directly in front of No. 106 South Bend Road West. Staff was unable to contact the abutting resident for comment. However, there is unrestricted parking on the north side for the remainder of the street and virtually all residents in this area have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT CA
MT/CVB/ks



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1(BX:f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

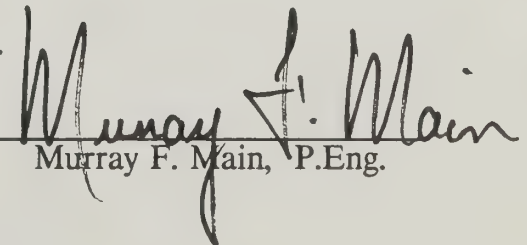
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Afton Avenue between Norway Avenue and Lorne Avenue - Parking Regulations. [TEC-244-93]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Afton Avenue between Norway Avenue and Lorne Avenue; and
- b) That the City Traffic By-law be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

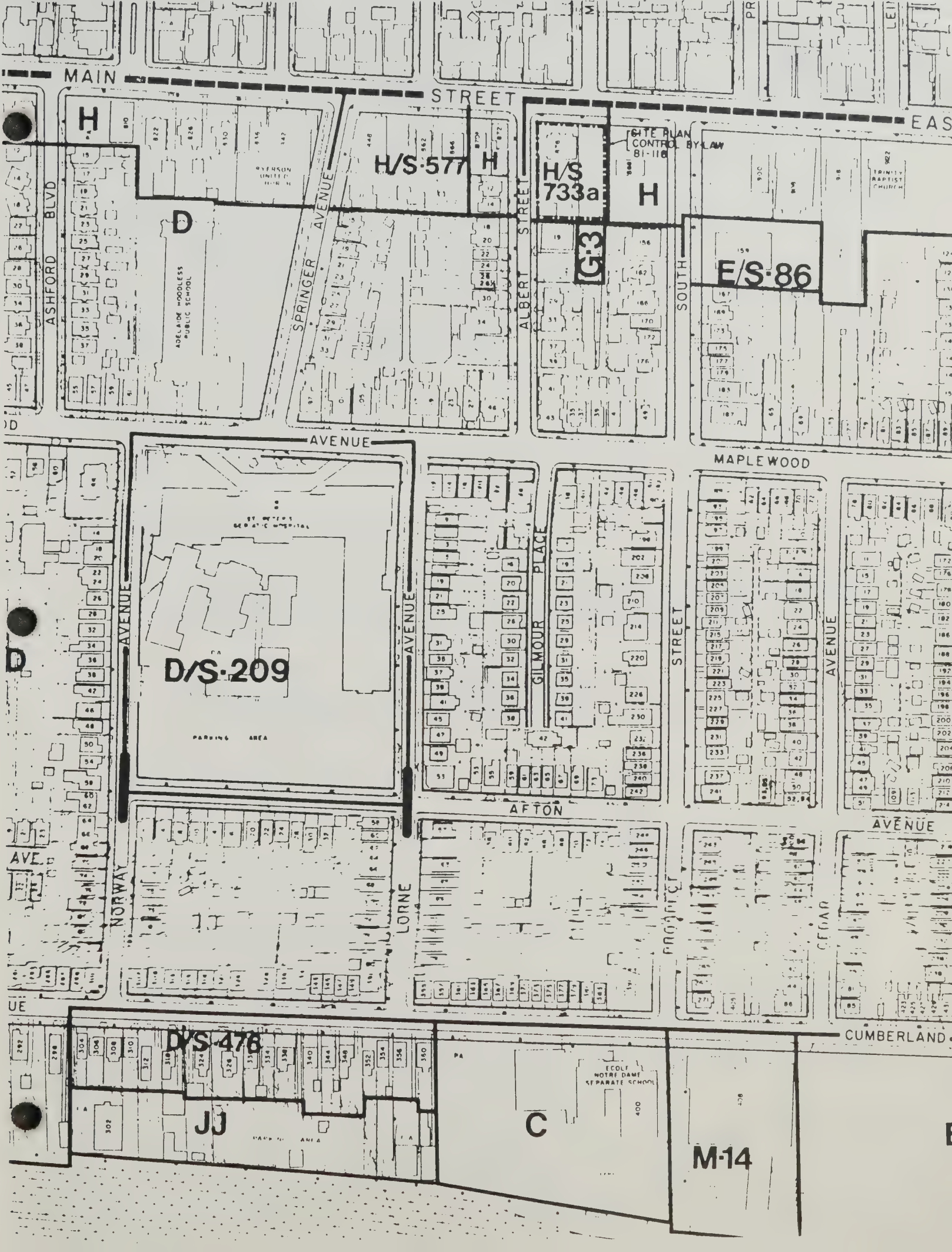
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of ten of the thirteen residential properties abutting Afton Avenue between Norway Avenue and Lorne Avenue, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All ten of the thirteen abutting residents who signed the petition are in favour of the requested regulation.

Afton has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of St. Peter's Hospital. The implementation of the requested regulation would prohibit long-term non-resident parking in this block during weekdays and area residents of one, two or three family dwellings would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 77 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/ks



MAIN

STREET

EAST

H

H/S-577

H/S-733a

GATE PLAN
CONTROL BY LAW
81-116

H

E/S-86

D

ADELAIDE WOODLESS
PUBLIC SCHOOL

SPRINGER AVENUE

ALBERT STREET

SOUTH

ASHFORD BLVD

ASHFORD BLVD

AVENUE

D/S-209

PARKING AREA

ST. PETER'S
GERIATRIC HOSPITAL

AVENUE

GILMOUR PLACE

AFTON

MAPLEWOOD

STREET

AVENUE

AVENUE

CUMBERLAND

D/S-478

JJ

C

M-14

GOLF
NOTRE DAME
SEPARATE SCHOOL

16XIX9

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

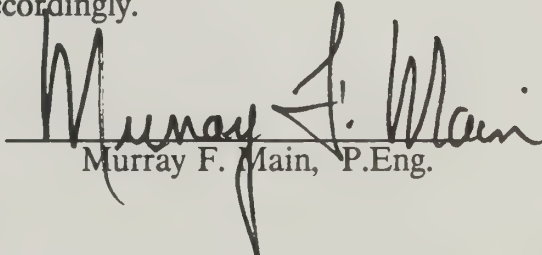
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Caroline Street South between Bold Street and Duke Street - Parking Regulations. [TEC-245-93]

RECOMMENDATION:

- a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced with a "Permit Parking" regulation; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first fifteen eligible applicants residing in one, two or three family dwellings abutting Caroline Street South between Bold Street and Duke Street to a maximum of fifteen permits; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for a loss of \$180.00 in revenue each year from the sale of parking permits since the cost for a "Permit Parking" permit is only \$12.00 per year as opposed to \$24.00 per year for a "Time Limit Exemption" permit.

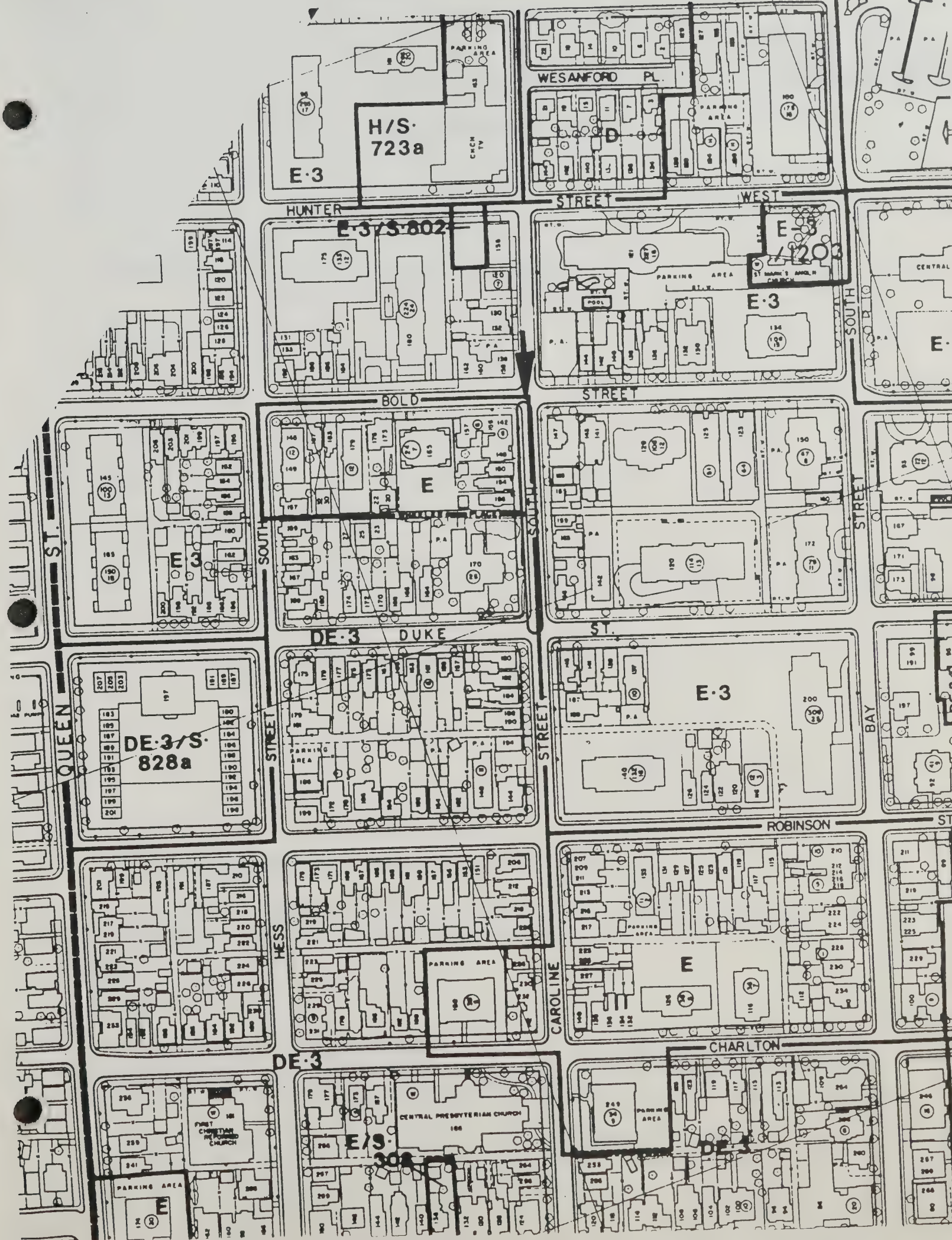
BACKGROUND:

The Traffic Department has received a petition signed by representative of eight of the ten one, two and three family dwellings abutting Caroline Street South between Bold Street and Duke Street requesting that a "Permit Parking" regulation be implemented on the west side of the street in this block. All of the residents who signed the petition are in favour of the requested regulation.

Caroline has a 24 foot pavement width, and presently, there is a parking prohibition on the east side and a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings would be entitled to purchase permits at a charge of \$12.00 per year to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are fifteen legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that 12 permits are required by the abutting residents. There would be a surplus of three permits for residents in this block. Therefore, since the demand for permits does not exceed the number of on-street parking spaces and since 80 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/ks



H/S
723a

E-3

HUNTER

E-3/S-802

WESANFORD PL.

STREET

WEST

E-3
1203

PARKING AREA

E-3

SOUTH

BOLD

STREET

DE-3 DUKE

ST.

E-3

ROBINSON

CHARLTON

CENTRAL PRESBYTERIAN CHURCH

E/S

DE-3

11/6/93

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

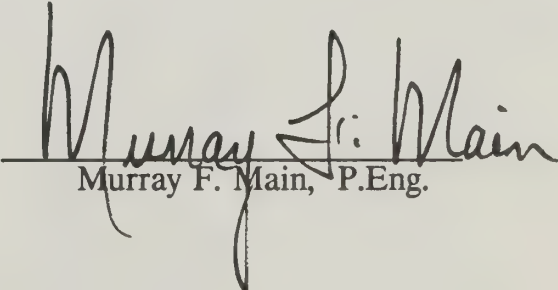
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Side of Royal Avenue - Parking Regulations. [TEC-246-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south side of Royal Avenue commencing at Emerson Avenue and extending to a point 67 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

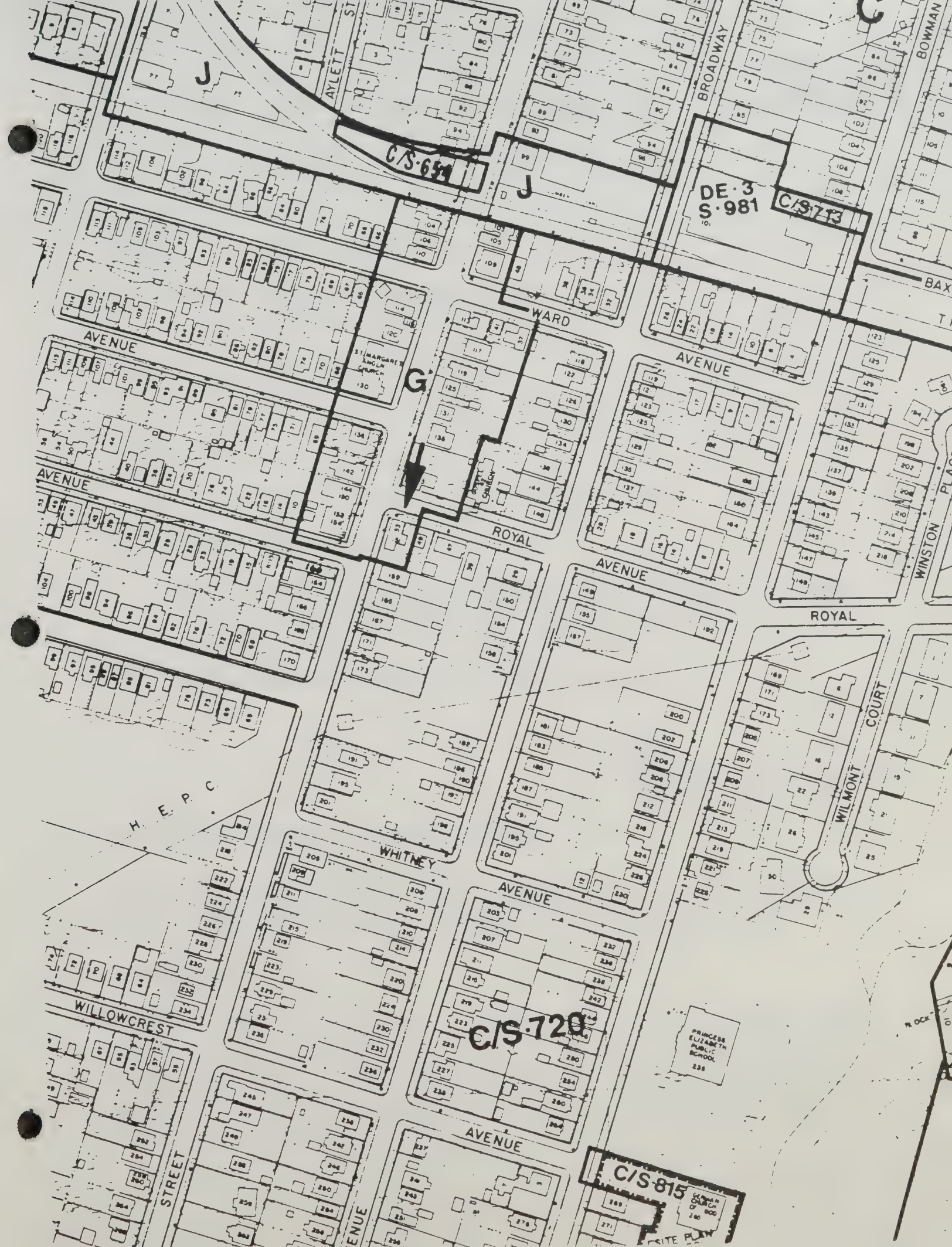
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Lulgjuraj, 53 Royal Avenue, that a "No Parking" regulation be implemented on the south side of Royal Avenue in front of his property since he plans to open a business at this location and will require a loading zone.

Royal Avenue has a 29 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area as well as a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side, immediately east of this location. An investigation has revealed that the street is moderately parked in this area. However, the implementation of the requested regulation would eliminate only one on-street parking space directly in front of Mr. Lulgjuraj's property and virtually all of the residents in this area have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


MT/CVB/ks



C/S-654

DE-3
S-981

C/S-723

C/S-720

C/S-815

PRINCESS
ELIZABETH
PUBLIC
SCHOOL
238

G

WARD

ROYAL

WILMONT
COURT

WHITNEY

AVENUE

AVENUE

AVENUE

AVENUE

AVENUE

WILLOWCREST

STREET

ENUE

BAX

WINSTON
PLAC

OCK

1(Bxixi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 30

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

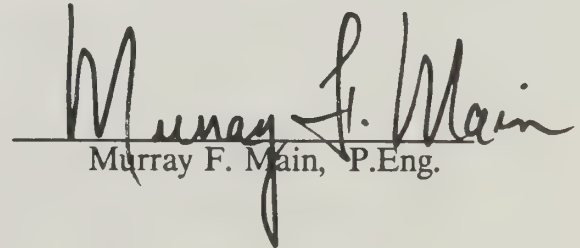
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Twin Crescent/Twin Court - Parking Regulations. [TEC-247-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Twin Crescent and Twin Court between Acadia Drive (north leg) and Acadia Drive (west leg); and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual change for parking permits will off-set the cost to some degree.

BACKGROUND:

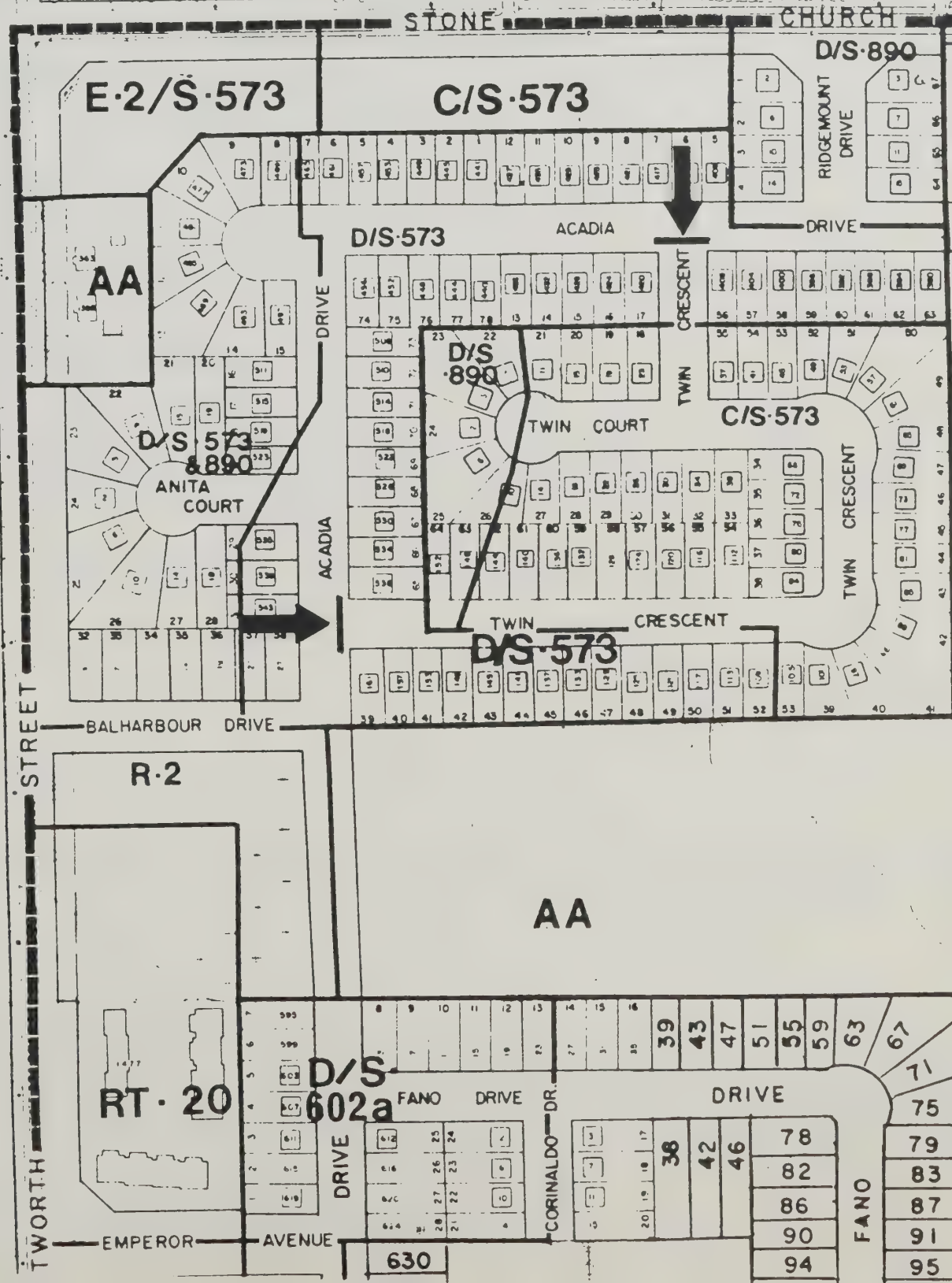
Aldermen Henry Merling and Terry Anderson forwarded a petition to the Traffic Department signed by representatives of 47 of the 67 residential dwellings abutting Twin Crescent and Twin Court between Acadia Drive (north leg) and Acadia (west leg), requesting that a "One Hour Parking Time limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of these streets in this area. All 47 residents are in favour of the requested regulation.

Twin Crescent and Twin Court have 28 foot pavement widths, and presently, there is unrestricted parking on both sides of these streets in this area. The Traffic Department assumes the residents are concerned regarding long-term non-resident parking by students of St. Jean de Brebeuf Secondary School, since this has been a source of concerns on other streets in this area. The implementation of the requested regulation will prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/ca

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

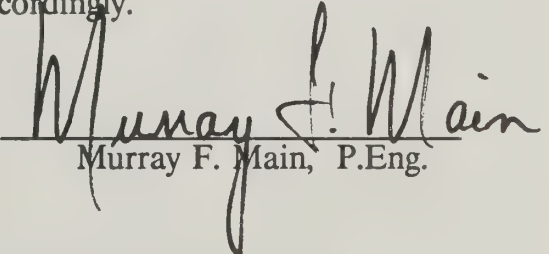
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone on East 37th Street adjacent to Blessed Sacrament School. [TEC-248-93]

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of East 37th Street commencing at a point 232 feet north of the north curb line of Seventh Avenue and extending to a point 80 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

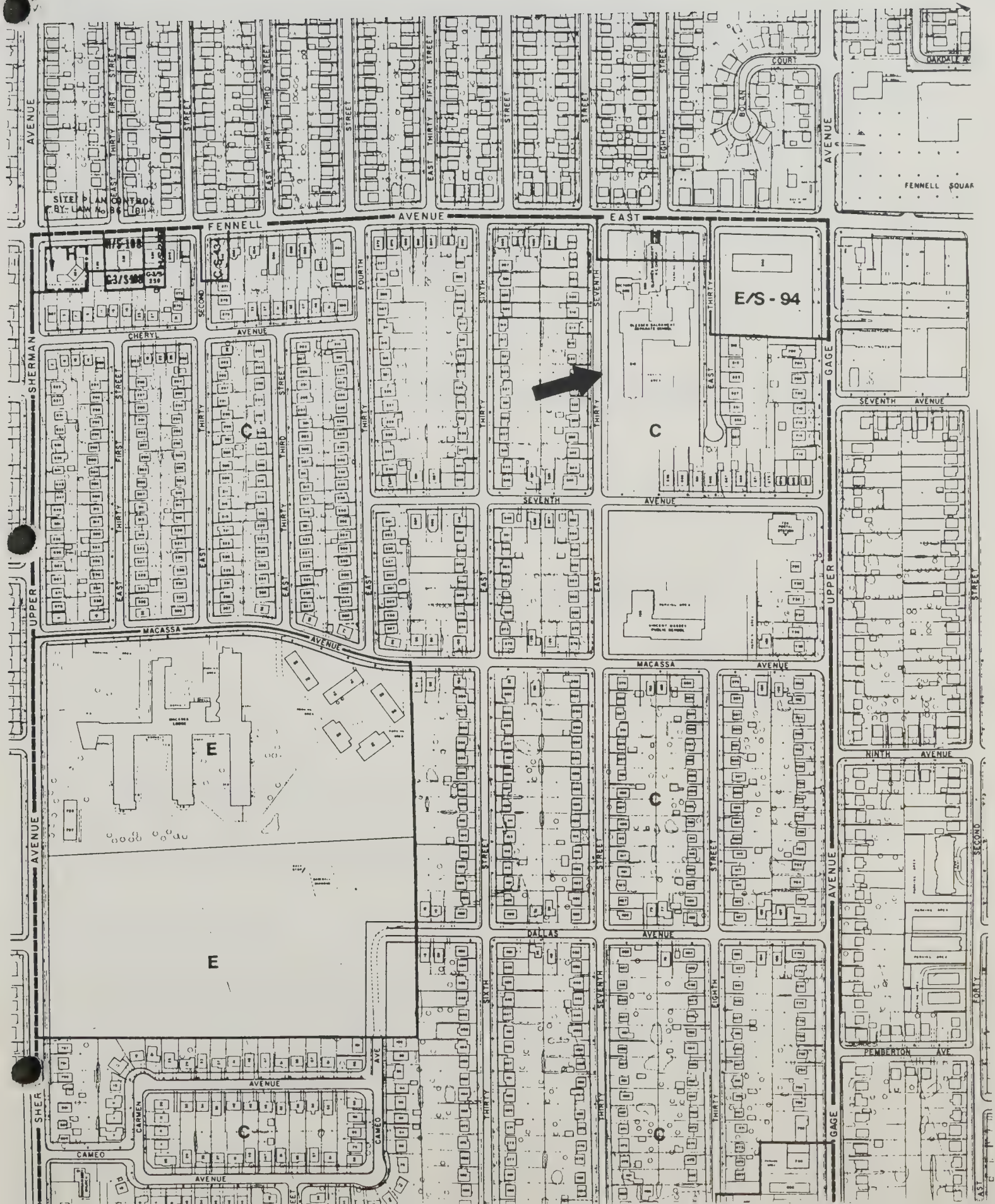
The Hamilton-Wentworth Roman Catholic Separate School Board has requested that a School Bus Loading Zone be provided on East 37th Street to service buses at Blessed Sacrament School. Traffic Department staff have contacted Mrs. P. Zettel, the Principal of the school, to review her concerns and determine what course of action is required.

Since September of 1993, the Board has provided school bus service to this school. The school does not currently have any on-street or off-street school bus loading facilities. In consultation with the school Principal it was decided that sufficient curb side space should be allocated for two buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of East 37th Street in this area. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children and all of the residential properties on the west side of the street have off-street parking. Thus there will be no impact on the neighbouring residential properties.

Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on East 37th Street, the Traffic Department concurs with the request.

TA/MH/ks



LIBRARY

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

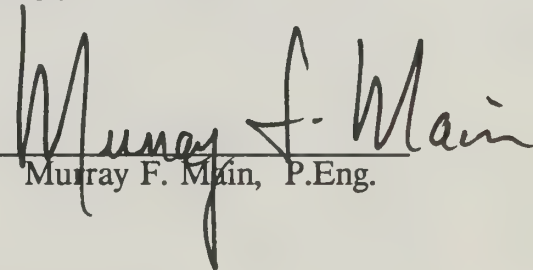
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Fife Street and Chestnut Avenue - Corner Clearance. [TEC-250-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of Fife Street commencing at Chestnut Avenue and extending to a point 41 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

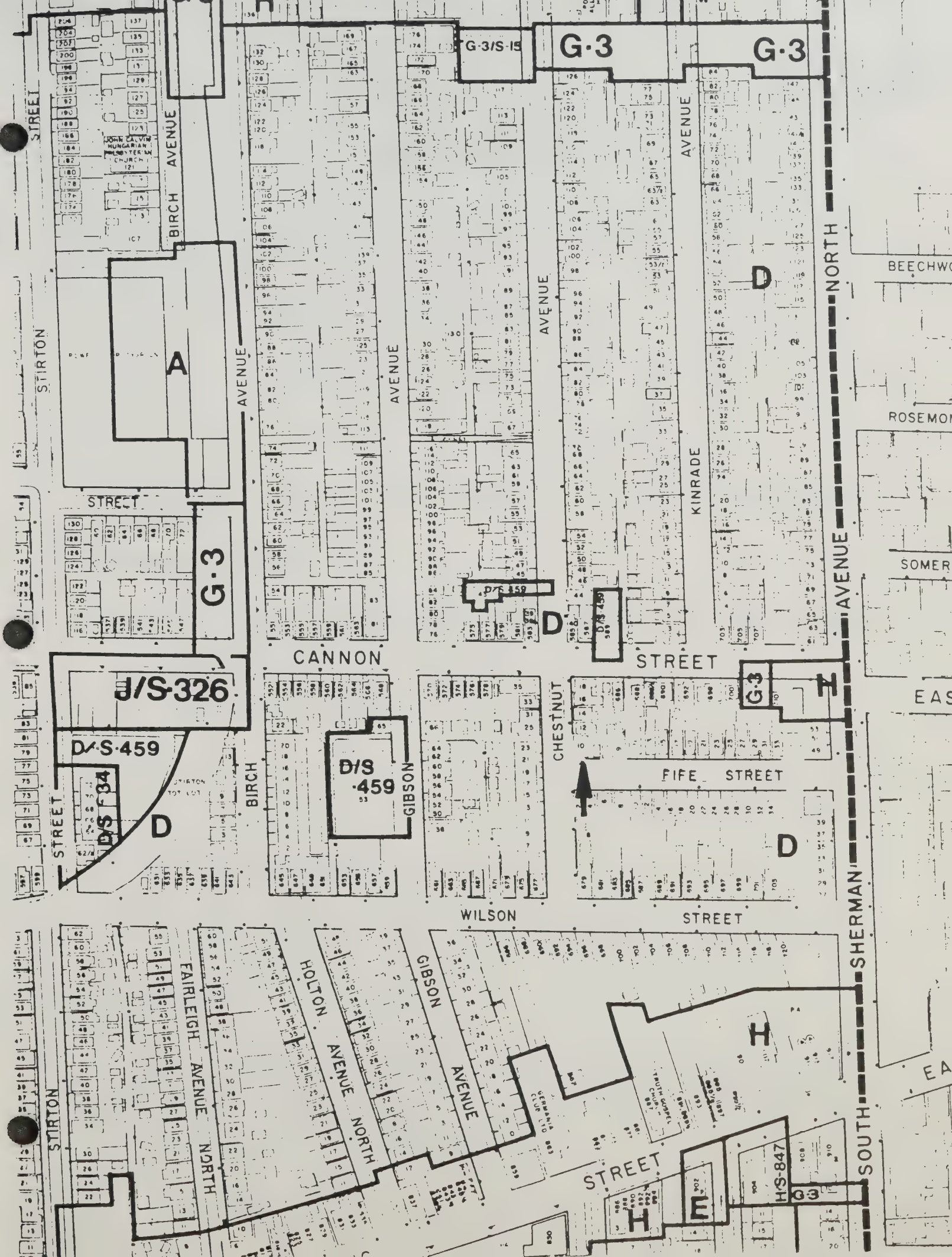
BACKGROUND:

The Traffic Department has received a request from Mr. John Rostron, No. 10 Chestnut Avenue, that a corner clearance be implemented on the north side of Fife, directly adjacent to his home to facilitate turning movements at the intersection of Fife and Chestnut. The requested corner clearance would also satisfy Mr. Rostron's concerns respecting frequent visibility obstructions while attempting to exit his driveway onto Fife.

Fife has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Mr. Rostron has expressed concern that when vehicles are parked on the north side of Fife, east of Chestnut, visibility is obstructed for vehicles attempting to exit his driveway. The implementation of the requested corner clearance would facilitate turning movements at the intersection, as well as improve driveway movements for Mr. Rostron.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space directly adjacent to the applicant's home. There is available on-street parking under the existing "Alternate Side Parking" regulation for the remainder of the street. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT 22
MT/CVB/ks



STURTON STREET

STURTON STREET

BIRCH AVENUE

AVENUE

AVENUE

AVENUE

AVENUE

KINRADE

NORTH

AVENUE

SHERMAN

SOUTH

BEECHWOOD

ROSEMOND

SOMERSET

EAST

EAST

G-3/S-15

G-3

G-3

G-3

D/S-326

D/S-459

D/S-34

CANNON

D/S-459

GIBSON

CHESTNUT

STREET

FIFE STREET

WILSON

STREET

STURTON

FAIRLEIGH AVENUE NORTH

HOLTON AVENUE NORTH

GIBSON AVENUE

STREET

H/S-847

1(BX:11)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

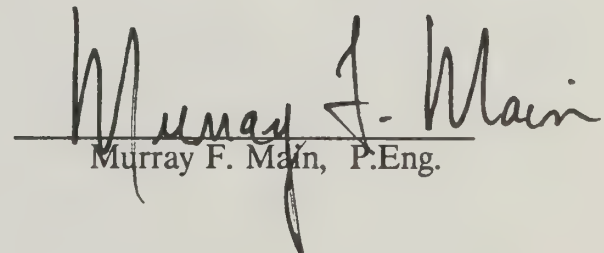
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Bend Road West between Laurier Avenue and West 5th Street - Parking Regulations.
[TEC-251-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of South Bend Road West between Laurier Avenue and West 5th Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

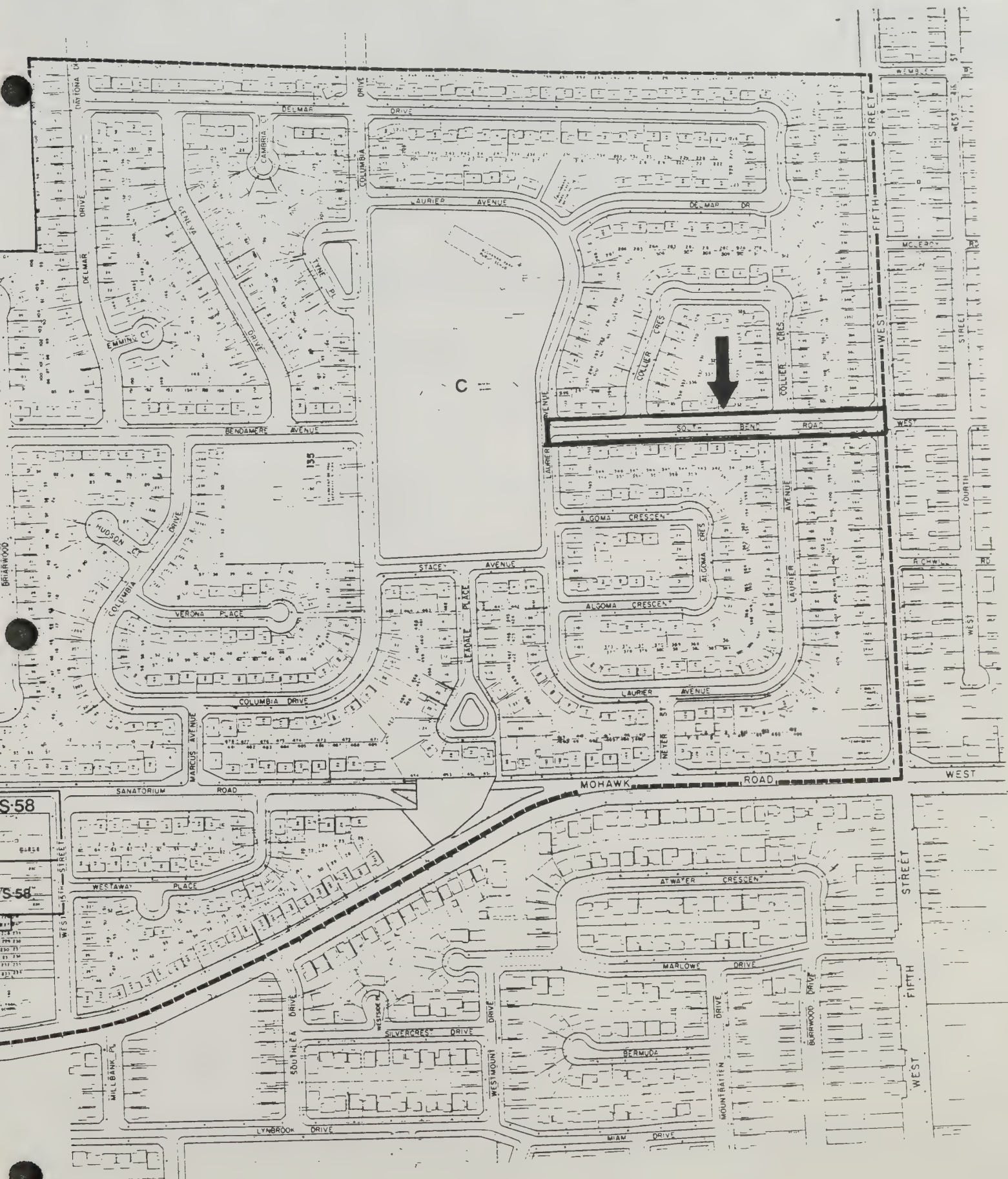
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Frank D'Amico has forwarded a petition signed by representatives of 20 of the 25 residential properties abutting South Bend between Laurier and West 5th, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this area. All 20 residents who signed the petition are in favour of the requested regulation.

South Bend has a 28 foot pavement width, and presently there is a parking prohibition on the south side and unrestricted parking on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by the students of Mohawk College. The implementation of the requested regulation would prohibit long-term non-resident parking during weekdays and area residents would be eligible to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 80% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CA 11.1
CVB/MH/ca



1(Blixm)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Application to lease a portion of the west boulevard of Proctor Boulevard adjacent to No. 84 Proctor Boulevard. [TEC-252-93]

RECOMMENDATION:

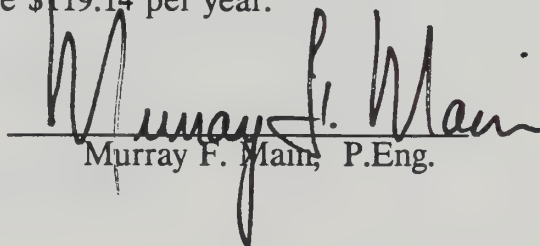
That the application of Ann Marie Erkelens and Anthony Falcone to lease a portion of the west boulevard of Proctor Boulevard adjacent to No. 84 Proctor Boulevard be approved, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$59.57 per space per year for the first two spaces and \$29.79 for any additional spaces up to ten) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time \$50.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one time \$191.24 (including G.S.T.) processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be \$119.14 per year.


Murray F. Mann, P.Eng.

BACKGROUND:

Ann Marie Erkelens and Anthony Falcone have applied for permission to lease a portion of the road allowance of Proctor Boulevard adjacent to the multiple residential property at No. 84 Proctor Boulevard to park two vehicles.

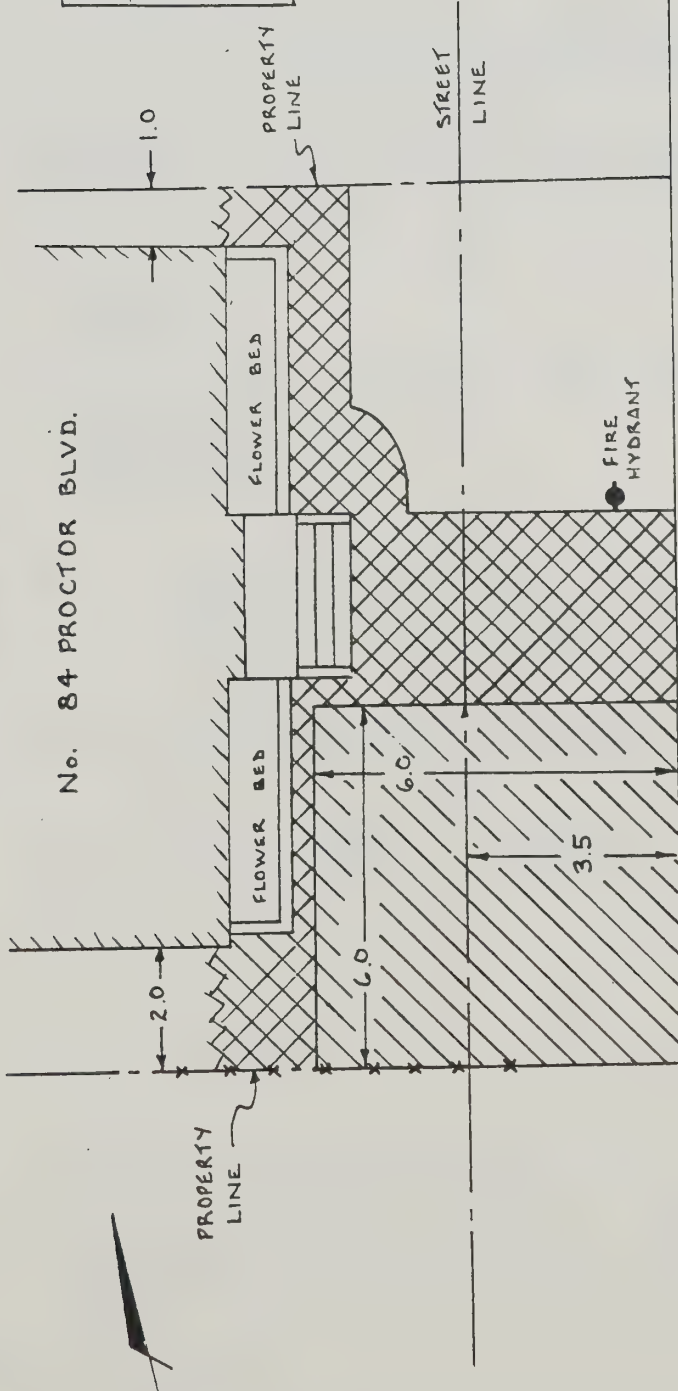
The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$378.72 which represents the first annual leasing fee \$127.48 (including G.S.T.) and encroachment insurance \$10.00, as well as the one time registration fee \$50.00 and one time processing fee \$191.24 (including G.S.T.).


CVB/MH/ca

cc: Ms. Patrice Noe Johnson
City Solicitor

No. 84 PROCTOR BLVD.



1.5 CONC. WALK

GRASS BLVD.



PROCTOR BOULEVARD

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD - SURFACED)

AREA PAVED BUT NOT LEASED
FOR PARKING PURPOSES

SCALE: 1:100 DIMENSIONS IN METRES

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

THIS IS NOT A PLAN OF SURVEY

CITY OF HAMILTON
DEPARTMENT OF TRAFFIC

APPROVED
Murray J. Mann
DIRECTOR OF TRAFFIC SERVICES
DATE: 1993 Aug. 23

16XIX

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 12

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

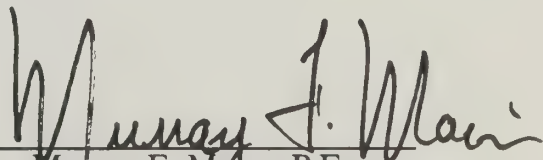
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 129 Fairleigh Avenue South - Discharge of Residential Boulevard Parking Agreement.
[TEC-255-93]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as instrument no. 173878 C.D. to the property at No. 129 Fairleigh Avenue South be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

In 1980, the Traffic Department approved an application by the owner of the property at No. 129 Fairleigh Avenue South to allow one vehicle to be parked partially on the City

boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1980 November 28.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

CVB
CVB/ca

cc: Ms. Patrice Noè Johnson, City Solicitor

1(bxiXo)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

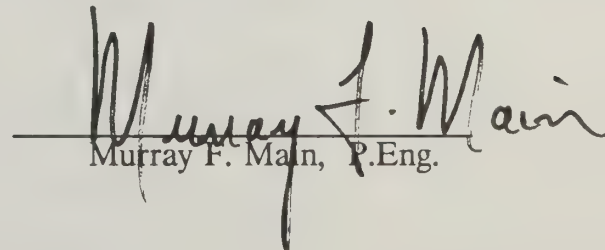
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Leland Street between Ward Avenue and Whitney Avenue - Parking Regulations. [TEC-256-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Leland Street between Ward Avenue and Whitney Avenue; and
- b) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Leland Street between Ward Avenue and Royal Avenue, be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would off-set the cost to some degree.

BACKGROUND:

- a) Alderman Mary Kiss has forwarded a petition signed by representatives of all four of the one, two and three family dwellings abutting Leland Street between Ward Avenue and Royal Avenue requesting that the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Leland between Ward and Royal be changed to a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

Leland has a 28 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side and a parking prohibition on the west side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term parking by McMaster University students.

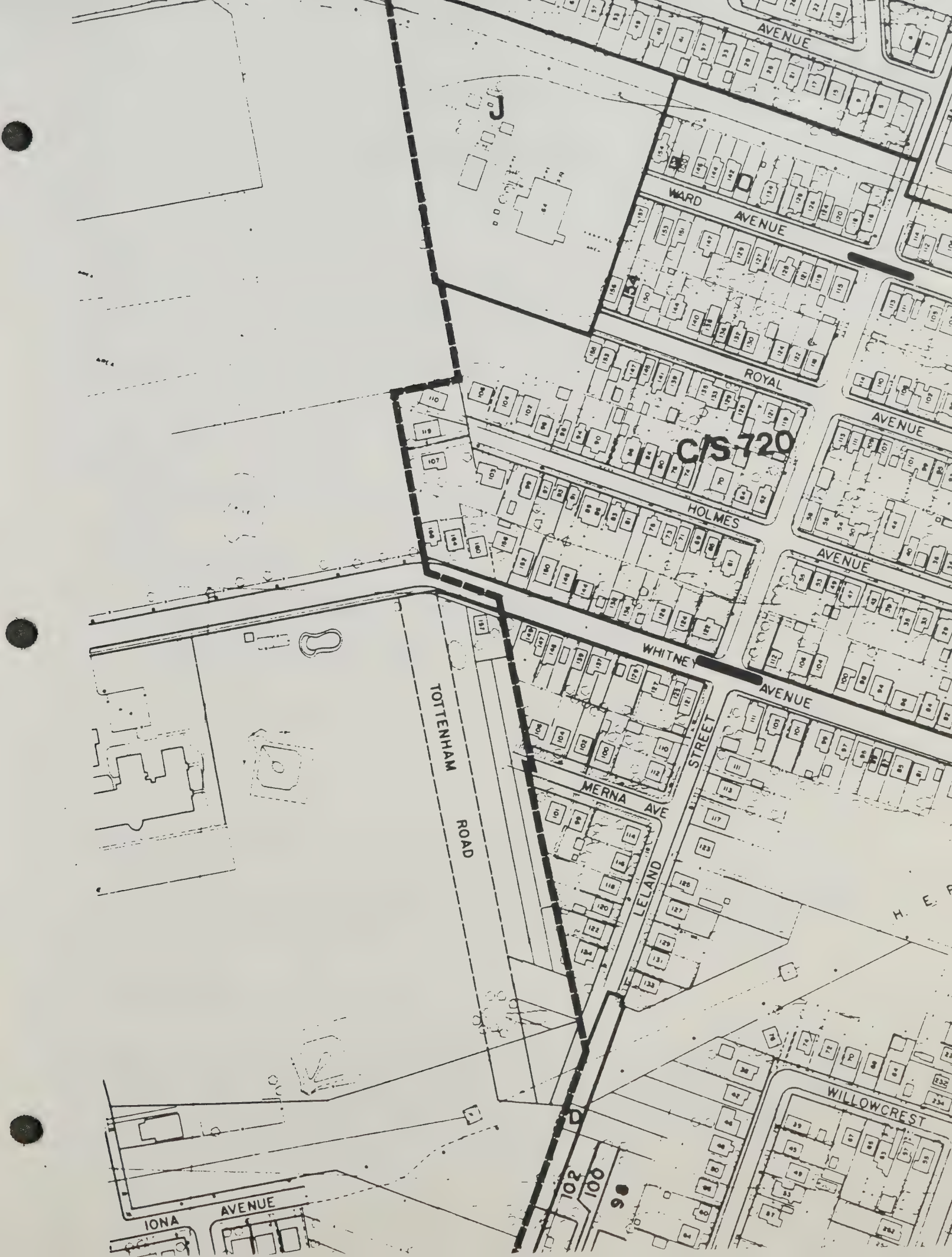
The implementation of the requested regulation will further reduce long-term parking during weekdays, and area residents of one, two and three family dwellings would continue to be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since all of the abutting residents support the requested regulation, the Traffic Department concurs with this request.

- b) The Traffic Department also received a request from Mrs. Rudlin, 56 Holmes Avenue, that a "One Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation be implemented on the east side of Leland between Holmes and Royal since area residents are experiencing difficulties due to long-term parking by McMaster University students. However, since a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation is proposed for the block immediately north of these two blocks, it would be appropriate to implement the same regulation on the east side of Leland between Ward and Whitney. Although Mrs. Rudlin's property does not abut this street, staff contacted six of the eight abutting residents on Leland and all have stated that they have no objection to the proposed regulation.

Leland has a 28 foot pavement width, and presently, there is unrestricted parking on the east side and a parking prohibition on the west side of the street in this area.

The implementation of the requested regulation would reduce long-term parking during weekdays, and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 75 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.

MT/CVB/ks



CIS-720

1(BXIXP)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

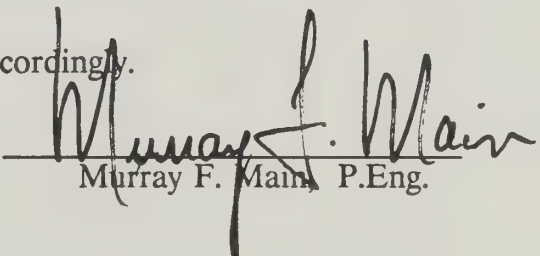
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Acadia Drive between Butler Drive and Balharbour Drive - Parking Regulations. [TEC-257-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Acadia Drive between Butler Drive (west leg) and Balharbour Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would off-set the cost to some degree.

BACKGROUND:

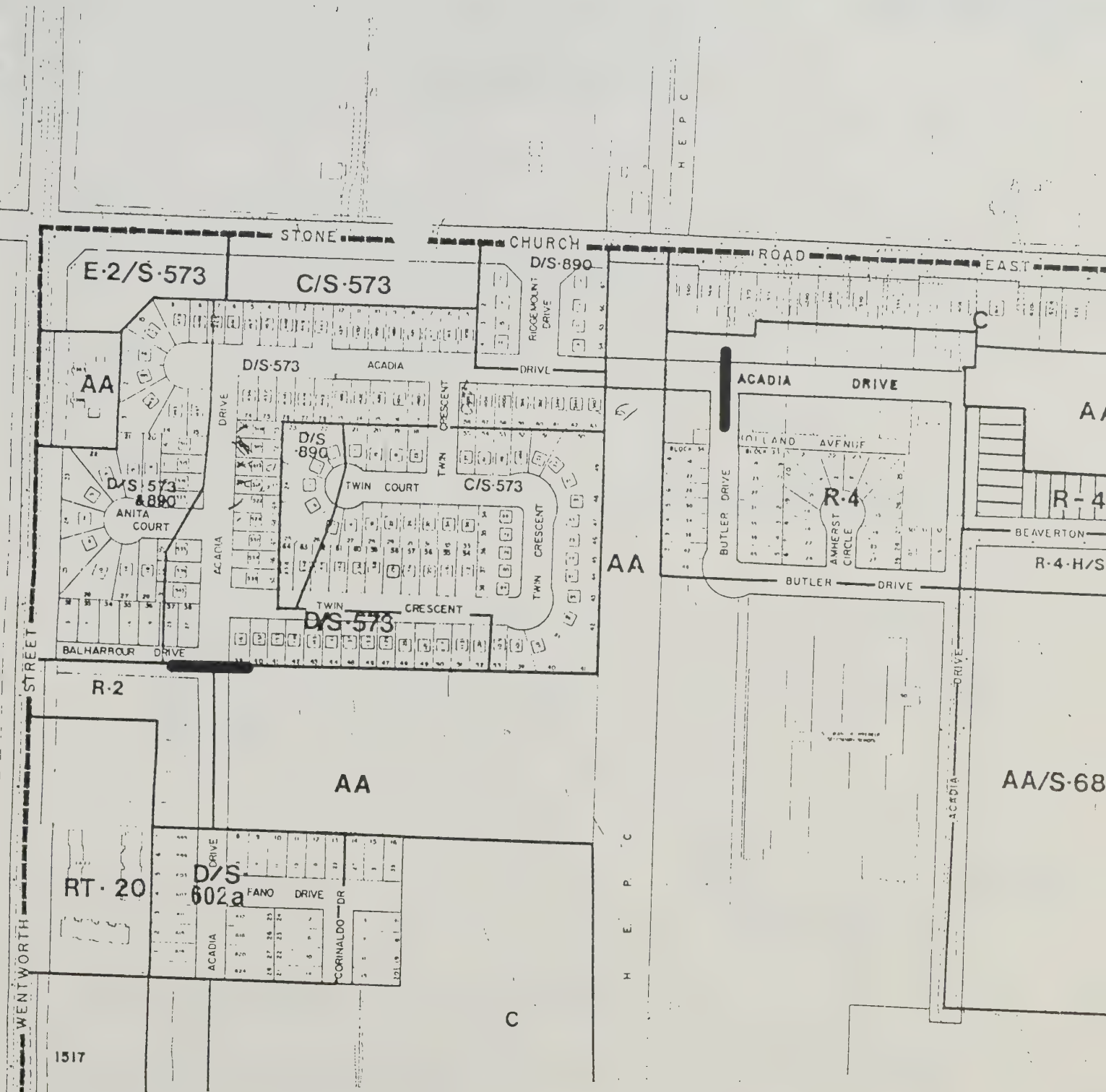
The Traffic Department received a petition signed by representatives of 44 of the 61 residential properties abutting Acadia Drive between Butler Drive (west leg) and Balharbour Drive, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. All of the residents who signed the petition are in favour of the requested regulation.

Acadia has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. There is presently a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of the street, immediately east of this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of St. Jean de Brebeuf Secondary School.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 72 percent of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.

MT/CVB
MT/CVB/ks

1 W



16/11/93

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

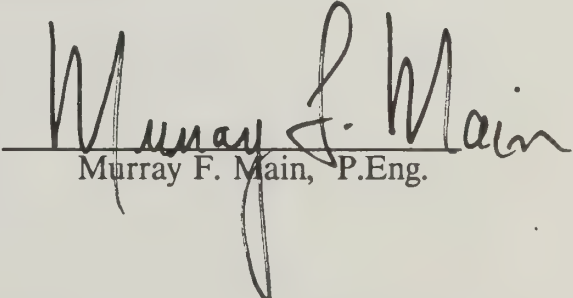
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Side of Lawnhurst Drive - School Bus Loading Zone Removal. [TEC-258-93]

RECOMMENDATION:

- a) That the existing school bus loading zone on the south side of Lawnhurst Drive commencing at a point 156 feet west of the west curb line of the east leg of Lawnhurst Drive and extending to a point 120 feet westerly therefrom be replaced with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in accordance with the general Traffic Bylaw provision; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

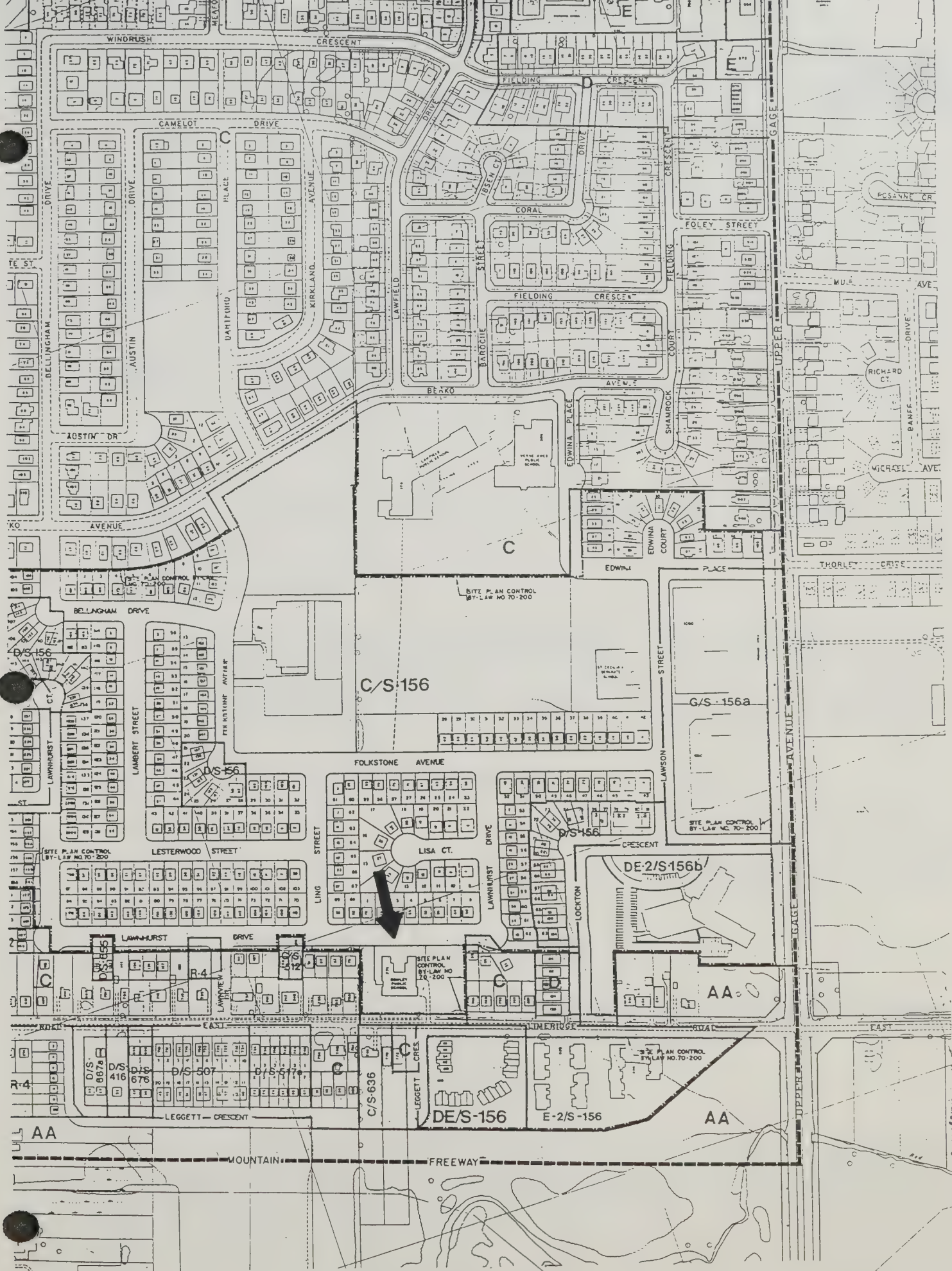
BACKGROUND:

On 1990 October 30, City Council approved a recommendation that the existing school bus loading zone on the north side of Limeridge Road East adjacent to Comley School be relocated to the south side of Lawnhurst Drive at the entrance to the school.

During routine patrols, Traffic Department staff has noted that the school is now closed and therefore, the school bus loading zone is not required. The Board of Education has confirmed that the school is closed and it is not proposed that the school be re-opened in the foreseeable future.

The area to the east of this school bus loading zone is signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and it is proposed that the school bus loading zone be replaced with this "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, as a safety measure because children still play on the school property.

TA/MH/ks



1(b)(ix)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

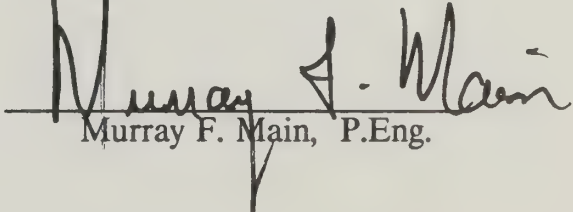
RECEIVED
CITY CLERKS

SUBJECT:

School Bus Loading Zone on Bendamere Avenue adjacent to École Monseigneur-de-Laval.
[TEC-259-93]

RECOMMENDATION:

- a) That the three existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulations on the south side of Bendamere Avenue adjacent to École Monseigneur-de-Laval be revised such that the regulation commences at a point 76 feet west of the west curb line of Columbia Drive and extends to a point 365 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Vice-Principal of École Monseigneur-de-Laval, Mr. J. Breault, has requested that the existing school bus loading zones on Bendamere Avenue adjacent to the school be revised such that the entire frontage of the school will be designated as a school bus loading zone.

16Xixs)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

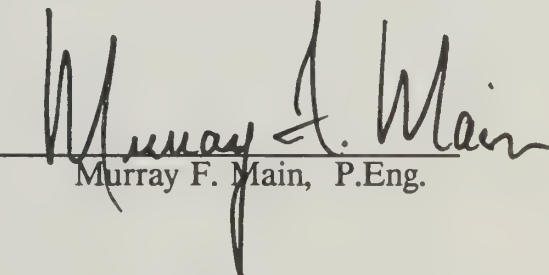
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Queen Victoria Drive - Driveway Clearance. [TEC-260-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Queen Victoria Drive, commencing at a point 186 feet north of the north curb line of Quaker Crescent (north leg) and extending to a point 94 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department received a request from a resident of the townhouses at No. 125 Queen Victoria Drive, that a driveway clearance be implemented on the west side of Queen Victoria Drive to improve visibility for motorists' attempting to exit the south driveway.

Queen Victoria has a 28 foot pavement width, and presently, there is unrestricted parking on the west side and a parking prohibition on the east side of the street in this area. The resident has expressed concern that when vehicles are parked on the west side of Queen Victoria Drive, immediately north and south of this driveway, motorists' visibility of on-coming traffic on Queen Victoria is obstructed to some degree. An investigation has confirmed that parked vehicles in this area do obstruct motorists' visibility somewhat and therefore, staff concur with this request.

The implementation of the requested regulation will result in a loss of approximately three legal on-street parking spaces directly in front of 125 Queen Victoria Drive. However, there is unrestricted parking on the west side for the remainder of the street and virtually all residents in this area have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/^{CVB}CVB/ks

AA

DE/S-226

2/S-226

QUEEN

VICTORIA

STREET

RALEIGH

RAINHAM

RALEIGH COURT

DRIVE

STREET

D/S-226

QUINLAN COURT

QUAKER

CRESCENT

D/S-226

ROWENA COURT

D/S-226

QUAKER

CRESCENT

QUESTOR COURT

QUAY

QUEEN

R-4

VICTORIA

R-4

C

CHURCH & BETHLEHEM
PUBLIC SCHOOL

T-20

0-3-1012

ONDER

DRIVE

AA

0/S-1229

UNITS

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1 (B)(i)(H)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

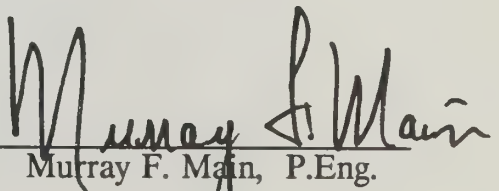
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Bend Road West between Upper James Street and West 5th Street - Parking Regulations. [TEC-261-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the north side of South Bend Road West between Upper James Street and West 5th Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

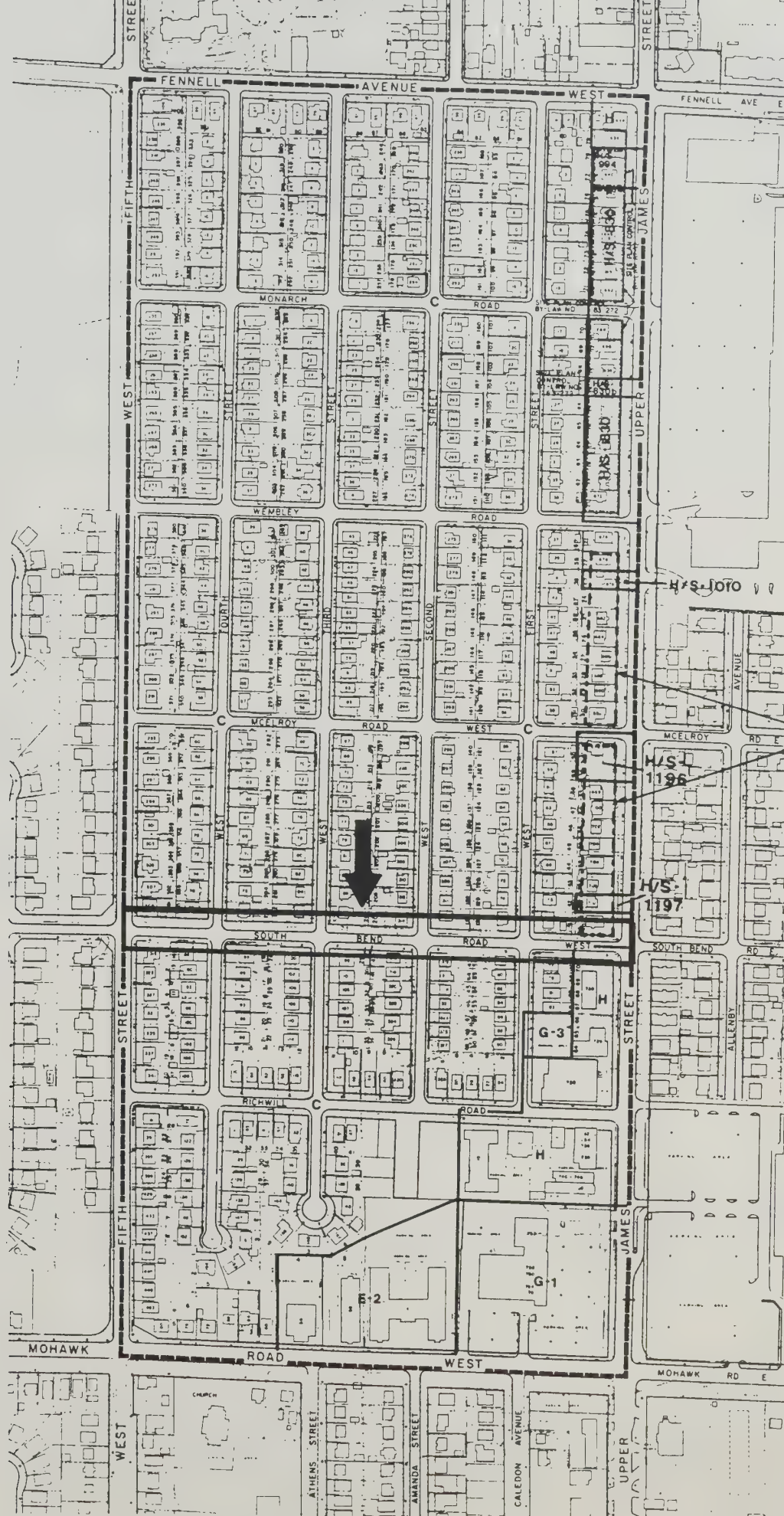
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 14 of the 19 residential properties abutting South Bend between Upper James and West 5th, requesting that a "No Parking" regulation be implemented on the north side of the street in this area. Eleven residents who signed the petition are in favour of the requested regulation, one is opposed and two expressed no opinion.

South Bend has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this five block section of South Bend, except for a "No Parking" regulation on the south side of the street between Upper James and West 1st. The resident who circulated the petition has expressed concern regarding vehicles parking on both sides of the street causing two-way traffic flow problems and making it difficult to exit driveways onto South Bend. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 58 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/ca



SITE PLAN CONTROL

BY - LAW NO.

92-245

1(Brixu)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
OCT 21 1993
CITY CLERKS

SUBJECT:

Laurier Avenue - Parking Regulations. [TEC-262-93]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Laurier Avenue from the easterly intersection with South Bend Road West to Stacey Street; and
- b) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Laurier Avenue between Stacey Street and the westerly intersection with South Bend Road West; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main
Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would off-set the cost to some degree.

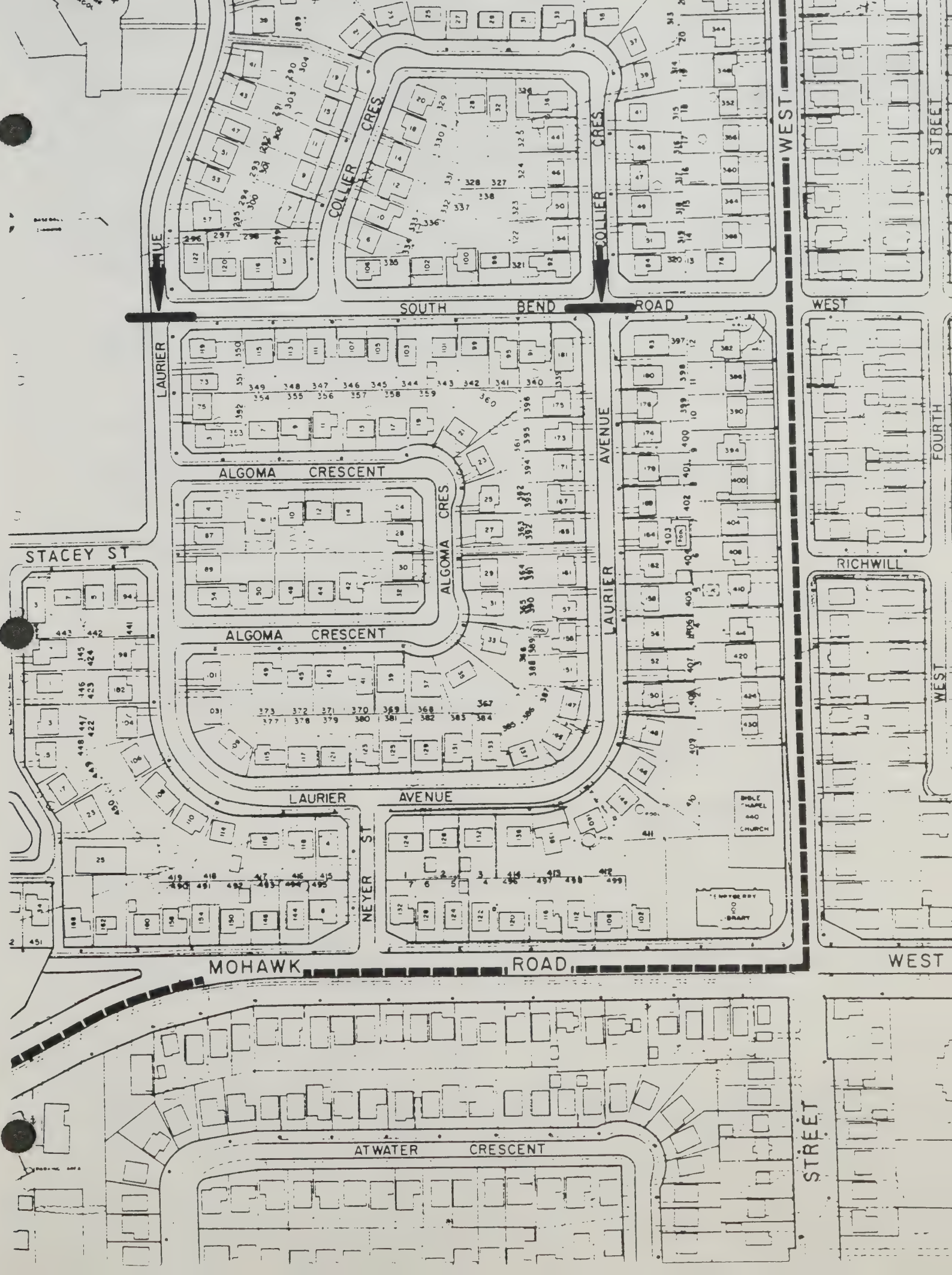
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 50 of the 64 residential properties abutting Laurier Avenue between the easterly and westerly intersections with South Bend Road West, requesting that a "Two Hour Parking Time Limit,

9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. Of the 50 representatives who signed the petition, 48 support, one does not support and one has no opinion regarding the requested regulation.

Laurier has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a parking prohibition on the west side of Laurier directly in front of the Buchanan Park Public School property. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students attending Mohawk College. The implementation of the requested regulation would prohibit long-term non-resident parking in this area during weekdays and area residents of one, two or three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 75 percent of the abutting residents support the requested regulation, the Traffic Department concurs with this request.

mt cvb
MT/CVB/ks



STACEY ST

LAURIER

COLLIER CRES

SOUTH BEND ROAD

ALGOMA CRESCENT

ALGOMA CRESCENT

ALGOMA CRES

LAURIER AVENUE

LAURIER

AVENUE

NEVER ST

MOHAWK

ROAD

ATWATER CRESCENT

WEST

WEST

RICHWILL

FOURTH

WEST

WEST

STREET

BIBLE CHAPEL
640
CHURCH

PROPERTY
640
BRARY

1(811)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 499 Ferguson Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-268-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 121 feet south of Wood Street East and extending to a point 24 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Leaist, No. 499 Ferguson Avenue North; and
- c) That the City Traffic Department 89-72 be amended accordingly.

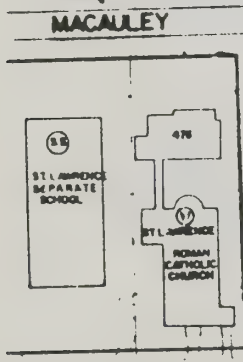
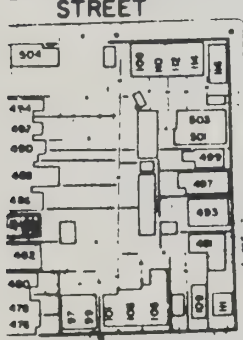
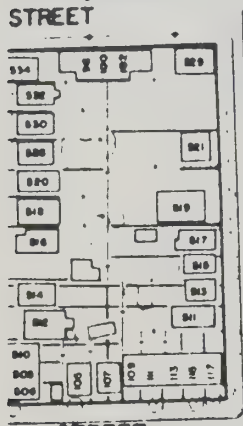
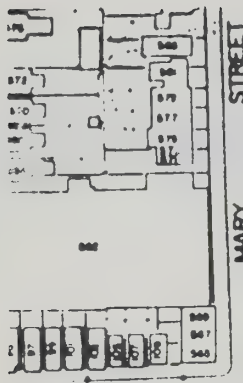

Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Leaist, No. 499 Ferguson Avenue North, that a reserved "Permit Parking" space be designated on the west side of the street in front of his home since he is disabled.



On 1990 October 30, City Council approved the installation of three school bus loading zones on Bendamere Avenue adjacent to the school. At the time, approximately 17 buses serviced the school.

Since 1990, the school bus operators have attempted to operate within these restrictions, but there is simply not enough curb space to accommodate all of the buses. At times, these buses are having to stop in areas currently not signed as a school bus loading zone. When this occurs, they are required to use their flashing lights which requires all motorists to stop on Bendamere. The curb side area involved includes the two driveway approaches to the school and the equivalent of one parking space currently signed as "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday". Thus, there will be no impact on the neighbouring residential properties. Therefore, the Traffic Department concurs with the request. The "No Stopping" corner clearance on Bendamere west of Columbia will be retained for safety reasons.

TA/MH/ks

1(BXii)Xa

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

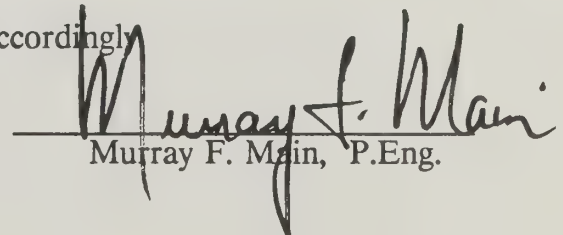
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Acadia Drive and Elite Drive - Intersection Control. [TEC-264-93]

RECOMMENDATION:

- a) That eastbound traffic on Elite Drive be required to stop for northbound and southbound traffic on Acadia Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

The Traffic Department has recently been advised by the Planning and Development Department that the Certificate of Registration has been issued for the Registered Plan of Subdivision No. 62M-743 in the Butler Neighbourhood. The Traffic Department has reviewed this Plan and has determined that the only appropriate location for additional stop control at this time would be on the stem of the "T" at the intersection of Acadia Drive and Elite Drive since Elite Drive is a major entrance to the neighbourhood.


MT/CVB/ks

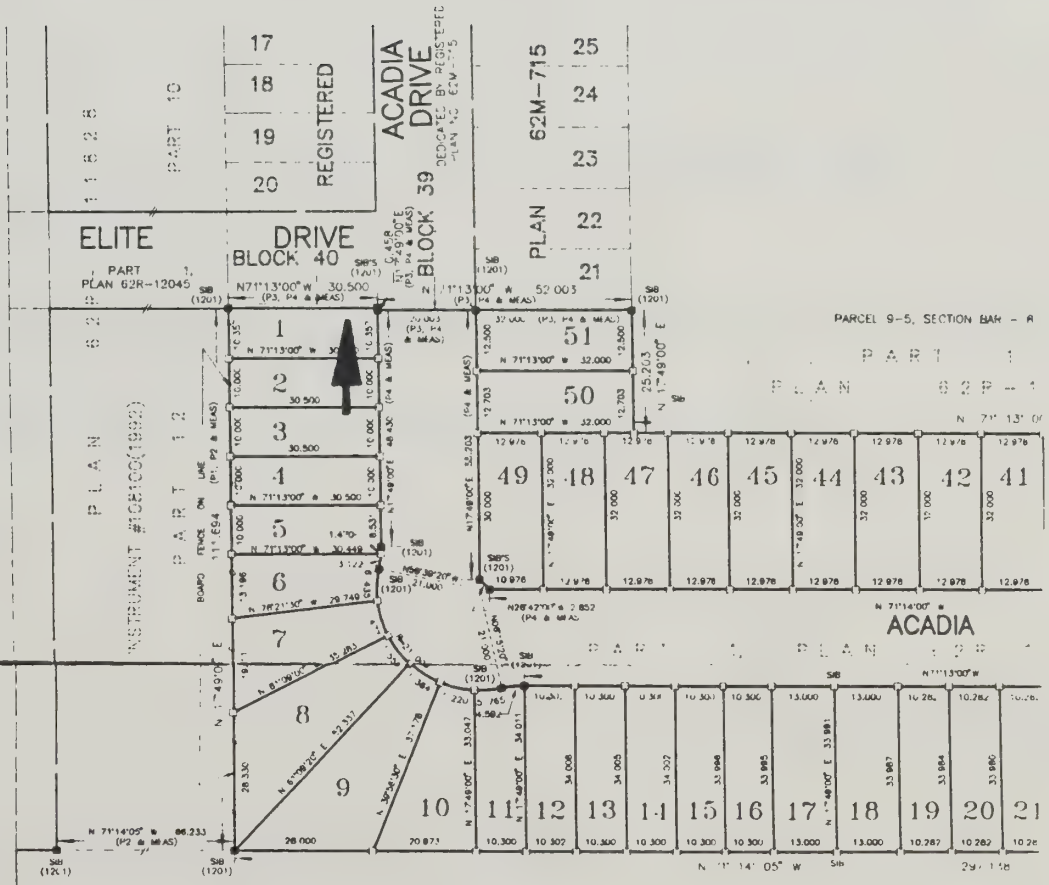
Ferguson has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Least possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

^{CVB}
MT/CVB/ks

UPPER WENTWORTH STREET

ORIGINAL ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS 10 & 11



PARCEL 9-5, SECTION BAR - R

PART 1
PLAN 62P-1

ACADIA

PLAN 62P-1

PARCEL 9-5, SECTION BAR - R

CO. A. C. E. S. I. O. T.

Lot	Area	Ac
5	11,000	1.4
6	11,000	3.1
7	11,000	6.4
8	11,000	7.4
9	11,000	7.5
10	11,000	7.5
11	11,000	7.5
12	11,000	7.5
13	11,000	7.5
14	11,000	7.5
15	11,000	7.5
16	11,000	7.5
17	11,000	7.5
18	11,000	7.5
19	11,000	7.5
20	11,000	7.5
21	11,000	7.5

1(BXiXb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

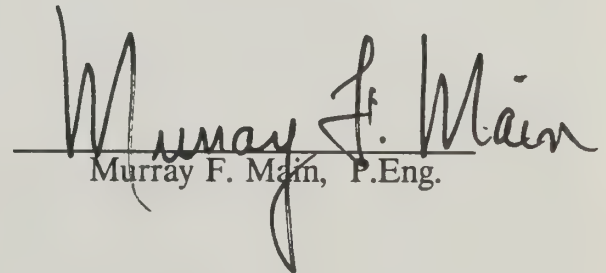
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Lockheed Drive and Racalmuto Street - Intersection Control. [TEC-267-93]

RECOMMENDATION:

- a) That westbound traffic on Racalmuto Street be required to stop for northbound and southbound traffic on Lockheed Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

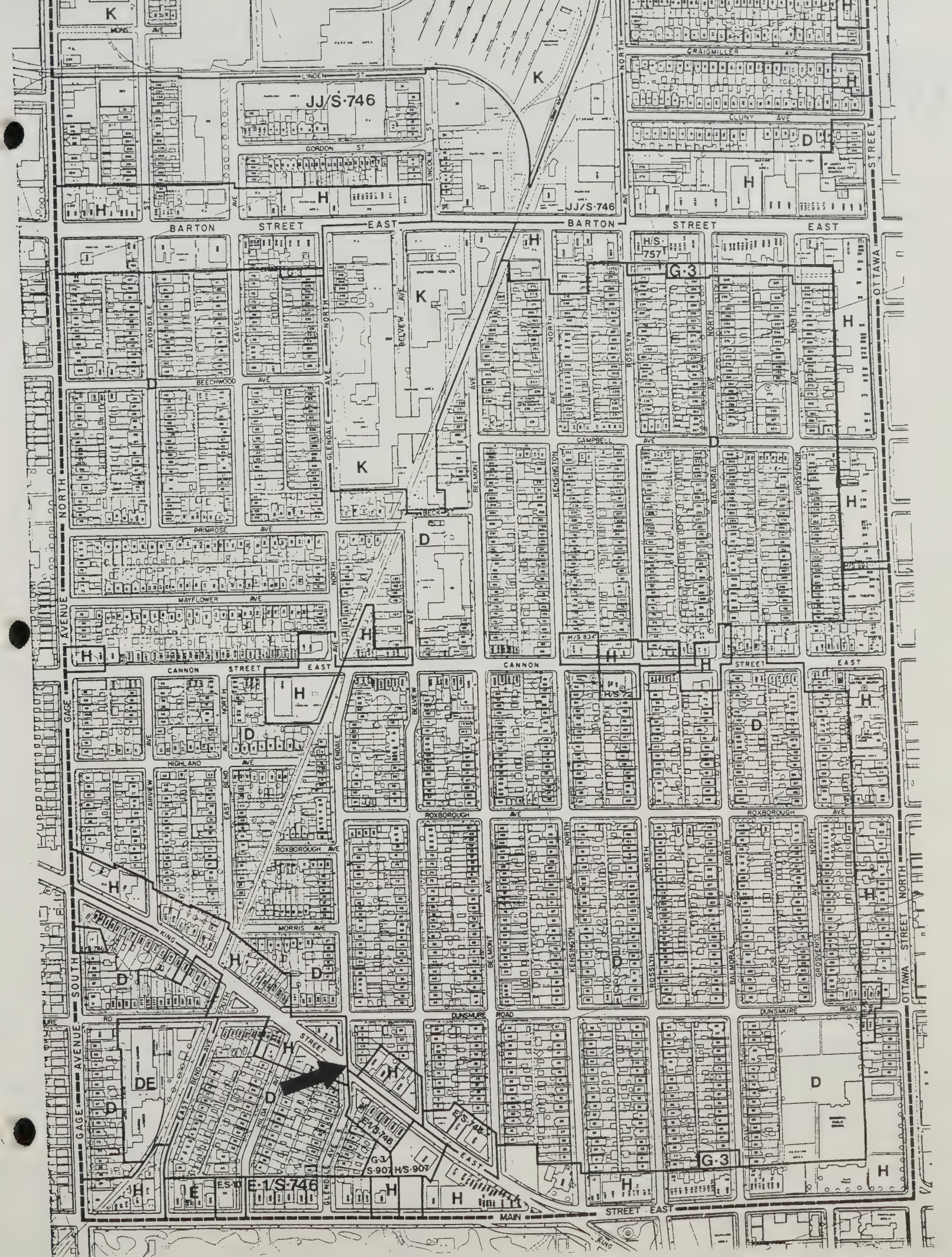
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Robert Galloway, 223 East 15th Street, that stop control be implemented at the intersection of Lockheed and Racalmuto.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that westbound traffic on Racalmuto be required to stop for northbound and southbound traffic on Lockheed.

^{CVB}
MT/CVB/ks



1(B)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

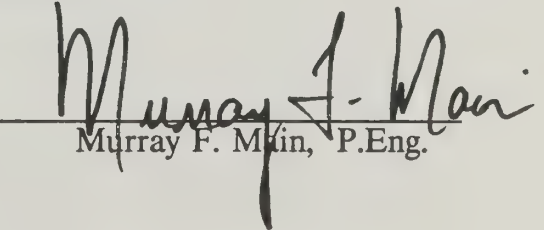
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glendale Avenue and King Street East - School Crossing Guard. [TEC-265-93]

RECOMMENDATION:

That the School Crossing Guard service be discontinued during the lunch hour period at the signalized intersection of Glendale Avenue and King Street East.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reduction in hours of this school crossing location will result in a savings of approximately \$2,200.00 per year.

BACKGROUND:

Routine observations since September of 1993 and discussions with the School Crossing Guard have identified that one child crosses with the School Crossing Guard at Glendale Avenue and King Street East during the lunch periods. This individual is an 11 year old child enrolled in Grade 6 at Holy Name School.

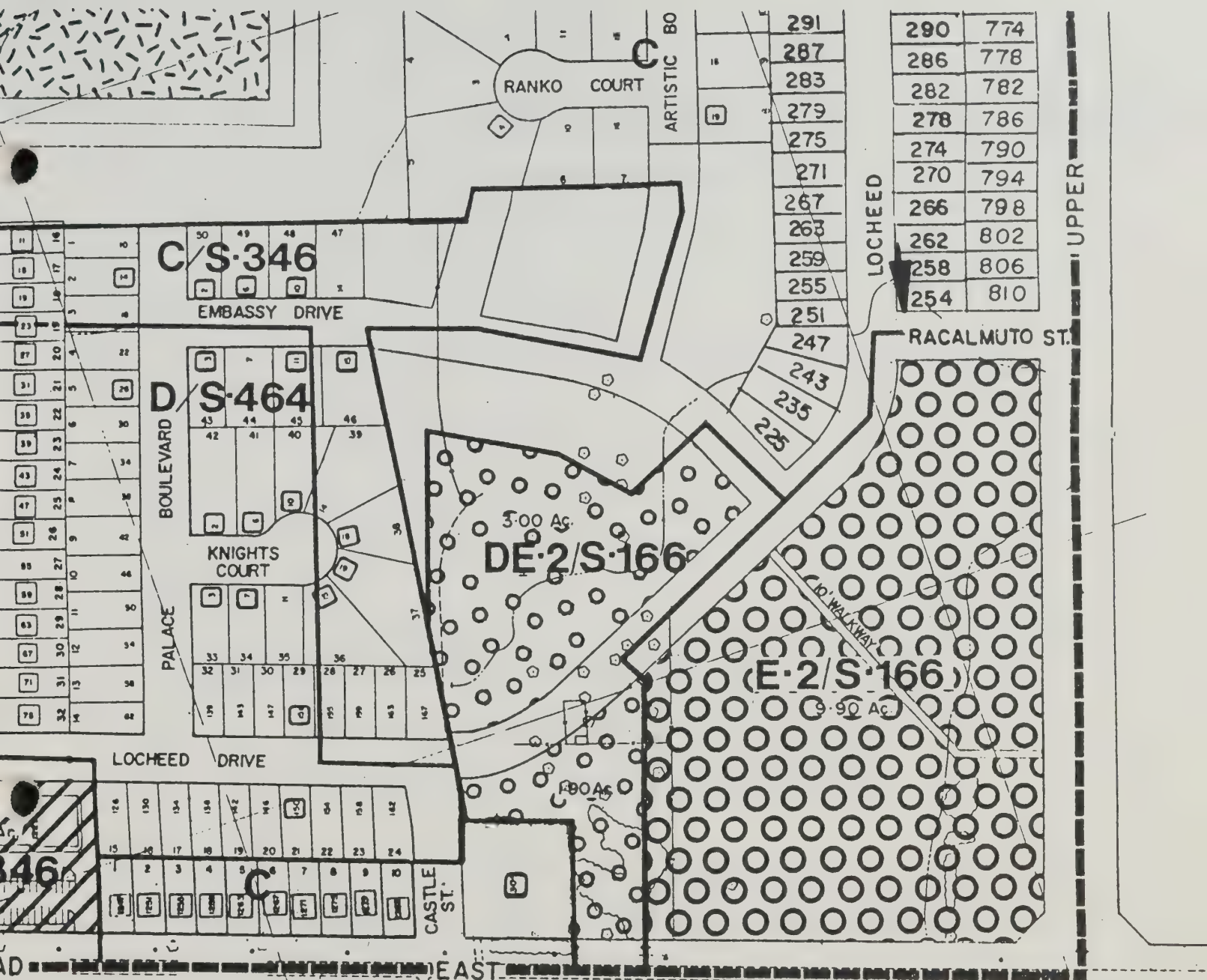
Staff has contacted both Holy Name and Memorial Schools who have children using this crossing. The Principal of Holy Name School advises that they have a lunch room program available for all students which the affected student could participate in, and that the student in question is a responsible and mature individual who, in his opinion, could cross King Street safely without adult supervision.

The Vice-Principal of Memorial School has confirmed that they do not have any students using this location during the lunch period.

The location in question is controlled by a traffic signal with pedestrian push buttons which dictate the right-of-way and provide protection for pedestrians wishing to cross King or Glendale.

As a result of observations by staff, comments from the School Crossing Guard and the affected schools, the Traffic Department recommends that the crossing times be changed to eliminate the lunch hour periods.

TA/MH/ks



LAND USE
DENTIAL

--- Neighbourhood Boundary
— Zoning Boundary

1 (e)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 20
S718-80 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: 1993 Servicing Expenditures Related to Subdivisions
(R-93-78)

RECOMMENDATION:

- i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" RYMAL SQUARE ESTATES - PHASE 5 ", Hamilton

City's Share \$ -NIL- Subdivider's Share \$209,552.01

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Rymal Square Estates - Phase 5", Hamilton and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- iii) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.



E. M. Gill, P. Eng.

cont'd...

-161

1993 Servicing Expenditures Related to Subdivisions

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with this development.

BACKGROUND:

" RYMAL SQUARE ESTATES - PHASE 5 ", HAMILTON

On January 30, 1990, City Council approved a recommendation to enter into a subdivision agreement between the City and the Owner of Rymal Square Estates, (Rymal Square Developments Inc.).

The development of Phase 5 will result in the creation of 28 single family residential lots.

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The lands of Phase 5 are located in the Butler Neighbourhood north of Stone Church Road East, between Upper Sherman Avenue and Upper Wentworth Street. (see attached plan)

ps

cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, F & A Committee

T&E/DISC/

1993 SUBDIVISION EXPENDITURE SUMMARY

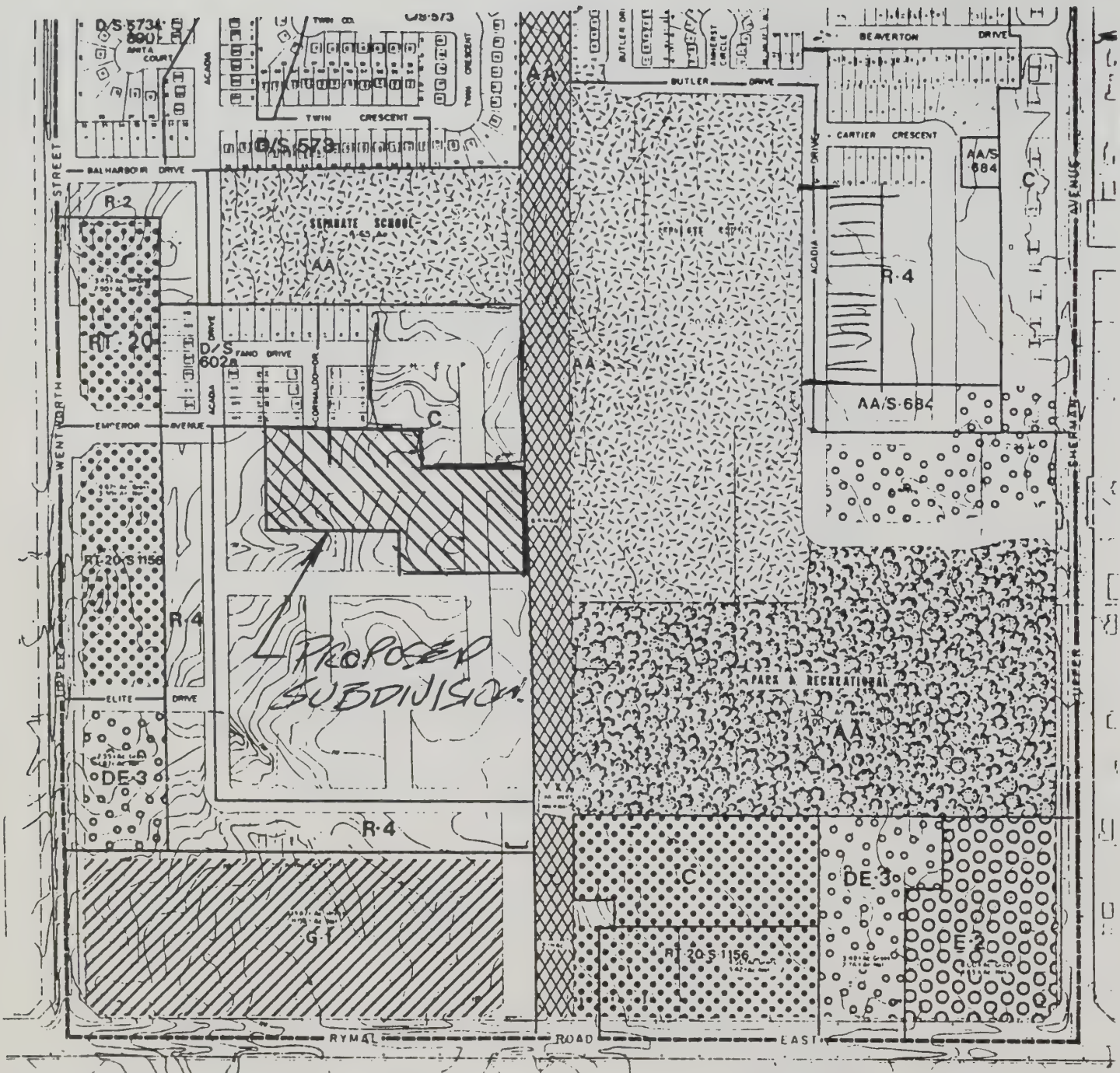
CITY'S SHARE OF EXPENDITURES

SCHEDULE "A"

Name Of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
RYMAL SQUARE ESTATES - PHASE 5 Rymal Square Developments Inc. Urbex Engineering Ltd. W. Bruce Clark, O.L.S., (Dept. File No. S718-80)	28 LOTS Hamilton	City Coun. Jan 30, 1990 P & D 2-90	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$209,552.01	\$209,552.01
TOTALS:				\$ 0.00	\$ 0.00	\$ 0.00	\$209,552.01	\$209,552.01

Schedule "A"

* OVERSIZING EXPENDITURES are Non-Recoverable
 * 0.30 METRE RESERVE EXPENDITURES are Fully Recoverable



--- Neighbourhood Boundary
 --- Zoning Boundary

Approvals

Planning Committee April 28, 1976 Council June 29, 1976

Latest Revision Date MARCH 24, 1992

CITY OF HAMILTON
 PLANNING DEPARTMENT

BUTLER

APPROVED PLAN



NORTH



SCALE 50 m

" KEY PLAN - RYMAL

SQUARE ESTATES - PHASE 5

1(cXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into Limeridge Road East. (R-93-75)

RECOMMENDATION:

- a) That the following City lands be incorporated into the street as noted in Schedule "A":
- Limeridge Road Part 2 Plan 62R-12649
- b) That the By-Law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Limeridge Road	Part of Lot 9, Con- cession 6, in the geo- graphic township of Barton, designated as Part 2, on Plan 62R-12649	N/A	To complete the final width on the north side of Limer- idge Road in that area	S609-01

Kiw cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE PART 2, PLAN 62R-12649
INTO LIMERIDGE ROAD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Limeridge Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Limeridge Road.

Part of Lot 9, Concession 6, in the former geographic township of Barton, designated as Part 2, on Plan 62R-12649.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being Part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1993.

City Clerk

Mayor

1(cXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 26

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

OCT 27 1993

CITY CLERKS

SUBJECT:

Incorporating certain City lands into Upper Kenilworth Avenue. (R-93-79)

RECOMMENDATION:

- a) That the City lands shown as Parts 1, 13 - 32 inclusive on Plan 62R-11488 be incorporated into Upper Kenilworth Avenue.
- b) That the By-Law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width, it is necessary to incorporate City lands into the road allowance as indicated below. These lands were dedicated by M. Wasserman to the City in 1977 for road widening purposes in connection with the development of the adjacent lands, "David Ben Survey" plan of subdivision. As is usual practice, the developer retained a right of way over the lands until such time as the lands were incorporated into the road allowance.

It is appropriate to incorporate these lands into the road allowance to prevent adverse possession of the lands. This should have been done in 1977 but through an oversight was not.

It is expected that applications to close part or all of the road allowance will be received. Upon receipt of any such application we will review the application, and subsequently submit a report to your Committee.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Upper Kenilworth Avenue	Parts of Lot 3, Con- cession 7, in the geo- graphic township of Barton, designated as Parts 1, 13 - 32 (both inclusive), on Plan 62R-11488.	N/A	To complete the final width of Upper Kenilworth Avenue, in this area.	S609-01

cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO INCORPORATE PARTS 1, 13 - 32, PLAN 62R-11488
INTO UPPER KENILWORTH AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Upper Kenilworth Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Kenilworth Avenue.

Being parts of Lot 3, Concession 7, in the geographic township of Barton, designated as;

Firstly - Parts 22 - 32 (both inclusive), on Plan 62R-11488. Subject to an easement in favour of Hamilton Hydro Electric System over Parts 22 - 32 (both inclusive) as in (Secondly) Instrument LT 330608 and;

Secondly - All of Parcel 3-5, Section Bar. 7, designated as Parts 1, 13 - 21 (both inclusive), on Plan 62R-11488.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being All of the Parcel.

Subject to an easement in favour of Hamilton Hydro Electric System over Parts 1, 13 - 21 (both inclusive), on Plan 62R-11488, as in Instrument LT 330608.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1993.

City Clerk

Mayor

1 (D)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
East/West Alley at Rear of 615 Main Street East
J. B. Marlatt Funeral Homes (1985) Limited
(W. R. Hockney, President)

RECEIVED

CITY CLERKS

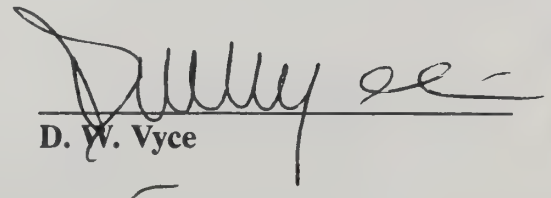
RECOMMENDATION:

- a) That an Offer to Purchase (Highway Closure), duly executed by J. B. Marlatt Funeral Homes (1985) Limited (W. R. Hockney, President), on 1993 September 29, and scheduled to close within thirty (30) days of completion of the conditions as set out in the Agreement, but in any event, no later than 1994 November 16, for the sale of part of an alley lying immediately north of Lots 6 to 9 and immediately south of Lots 16 to 20, Registered Plan 325, designated as Part 1 on Reference Plan 62R-12212, more particularly described as having a width of 3.648 metres (11.968 feet) more or less, by a length of 54.584 metres (179.08 feet) more or less, and comprising a total area of 199.12 square metres (2,143.23 square feet) more or less, directly behind municipal address 615 Main Street East, be approved and completed and the funds derived from this sale of \$19,287 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).
- b) That the City's deed to the Purchaser be subject to an easement in favour of Bell Telephone Company and Hamilton Hydro over Part 1, Plan 62R-12212.

Regarding such Easement(s), the Purchaser acknowledges and agrees:

- i) That the Purchaser is required, at his expense, to enter into an Easement Agreement with and satisfactory to each Utility in order that such easement shall be registered before the closing of this sale to the Purchaser or registered as required by the Utility.

- ii) That within the said highway being closed and sold to the Purchaser are installed or, are intended to be installed, the property of the Utility which neither the City nor the Utility shall be obliged to remove from the said closed highway to accommodate the Purchaser's development or use of the closed highway unless otherwise set out herein; and
- iii) That the Easement Agreement with a Utility may prohibit the Purchaser's construction of buildings or structures on or beneath the land included in this sale and will provide access to the Utility upon the said land for the purpose of operating, maintaining, replacing, or installing such services or other equipment the Utility requires.
- c) That the required deposit cheque in the amount of \$1,928.70 be held by the City Treasurer pending Council approval.
- d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

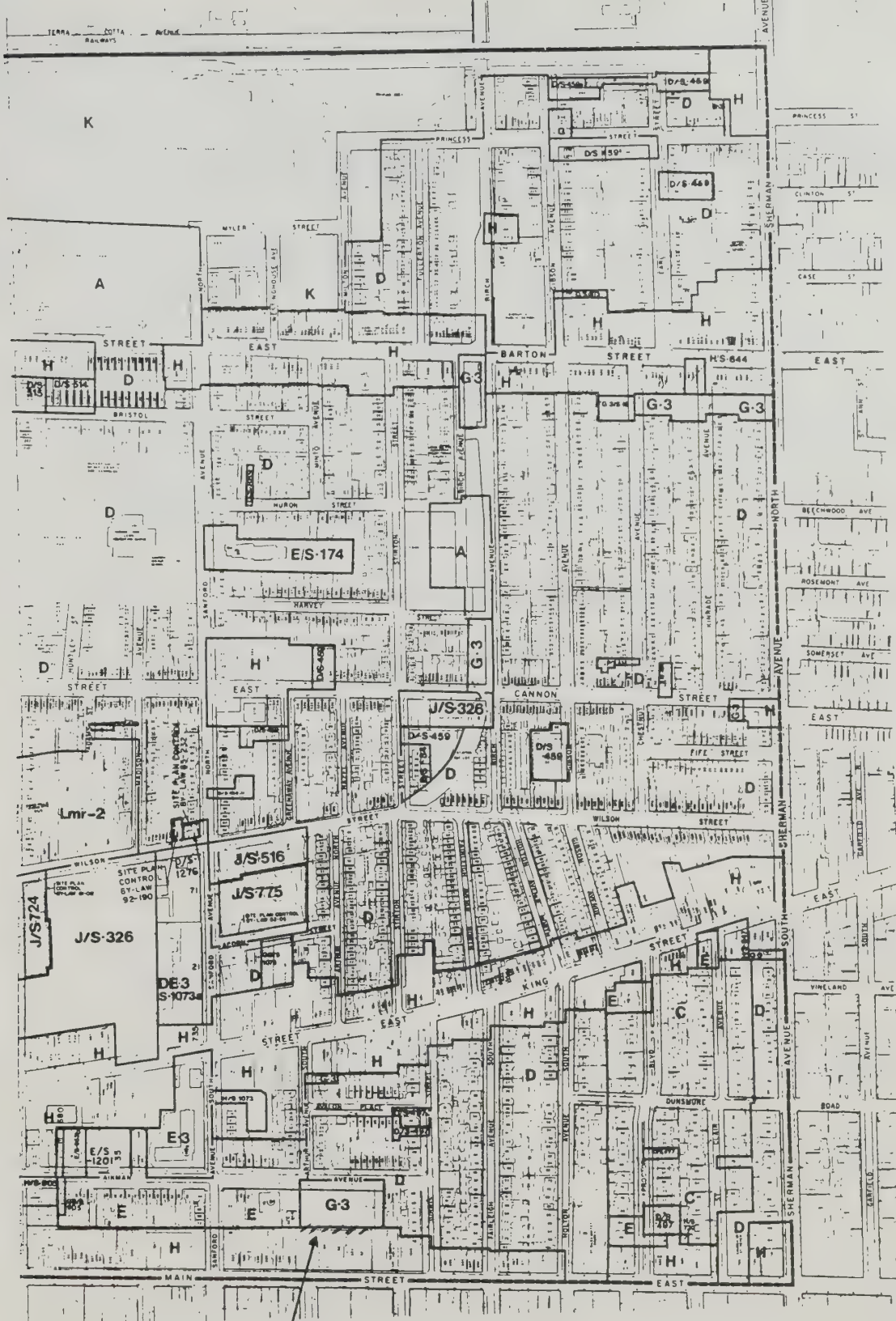
On 1992 March 10, City Council adopted Item 24 of the 4th Report of the Transport and Environment Committee, thereby authorizing the stopping up, closing and sale of a portion of the unassumed east/west alley at the rear of 615 Main Street East.

Subsequently, on 1993 August 12, the subject alley was closed by Judge's Order which was registered on title as Instrument No. 164006.

Consequently, we are recommending this sale at market value be approved and completed.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department
Allan C. Ross, Treasurer, Treasury Department
C. Bandurka, Property Clerk, Surveys, Roads Department



SUBJECT PROPERTY

69 70 71	CITY OF HAMILTON	
95 48 126	GIBSON	
125 124 12	ZONING	
This is not a Legal Document For Zoning verification Please Contact City Building Department		
Neighbourhood Boundary Zoning Boundary	SCALE 0 50m 100m	
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 6607	PAGE NO. 48

OFFER TO PURCHASE
(HIGHWAY CLOSURE)

I/We J. B. MARLATT FUNERAL HOMES (1985) LIMITED of the City of Hamilton,
in The Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,
hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,
hereinafter called the Vendor or the City,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in The Regional Municipality of Hamilton-Wentworth and being composed of part of an alley, lying immediately north of Lots 6 to 9 and immediately south of Lots 16 to 20, Registered Plan 325, having a width of 3.648 metres (11.968 feet) more or less, and a length of 54.584 metres (179.08 feet) more or less, comprising a total area of 199.12 square metres (2,143.23 square feet) more or less, designated as Part 1 on Registered Plan 62R-12212 attached hereto as Schedule "A", and being located immediately behind municipal address 615 Main Street East.

at the price of NINETEEN THOUSAND TWO HUNDRED AND EIGHTY-SEVEN----- DOLLARS (\$19,287.00)
of lawful money of Canada, payable as follows:-

(a) A deposit of ONE THOUSAND NINE HUNDRED AND TWENTY-EIGHT DOLLARS AND SEVENTY CENTS-----
----- (\$1,928.70)
by certified cheque payable to the Vendor.

(b) The balance of the purchase price namely SEVENTEEN THOUSAND THREE HUNDRED AND FIFTY-
EIGHT DOLLARS AND THIRTY CENTS----- (\$17,358.30)

subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 16th day of November 1993, by a letter mailed or delivered to the Purchaser at c/o 615 Main Street East, Hamilton, Ontario, L8M 1J4, Attention: W. R. Hockney, President.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions, covenants and those easements contemplated herein.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs. Save as to any valid objection made within thirty days, the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. (a) This transaction shall be closed within 30 days after the conditions in this Offer (and in its Schedules, if any) have been fulfilled to the satisfaction of the City;

- (b) In the event that the said conditions are not fulfilled on or before the 16th day of November, 1994, then this Agreement shall be at an end and the deposit shall be returned to the Purchaser without interest and the City shall not be liable to reimburse the Purchaser for any expenses. The Purchaser agrees to execute, if requested, a release of this Agreement in a form satisfactory to the City Solicitor.
8. This transaction is subject to the following conditions being fulfilled to the satisfaction of the City on or before the completion of the sale of land to the Purchaser:
- (a) Publication of Notice by the City having taken place in the newspaper for four successive weeks of Council's intent to,
- (i) pass a by-law(s)
- to close the highway, (where a portion of the highway included in this sale is to be closed by bylaw);
 - to authorize this sale of the closed highway; and
 - to authorize an alteration to a highway (where there is an alteration to a highway other than its closing subject to an alteration bylaw), [Sections 300 and 302 of the Municipal Act, R.S.O. 1990];
- (ii) hear any person who claims that their land will be prejudicially affected by the by-law, [Section 300 of the Municipal Act, R.S.O. 1990];
- (b) The Regional Municipality of Hamilton-Wentworth not exercising its right, within 60 days of notification, to object to the passing of the highway closing by-law or the application for a Judge's Order (as the case may be) to close the said highway; [Regional Municipalities Act, R.S.O. 1990, Section 44];

ASSUMED/NON-ASSUMED HIGHWAYS - PROVISIONS

- (c) Where the said highway or a portion thereof included in this sale has BEEN assumed by the City, the closing of this sale is also conditional upon;
- Firstly, the passing and registration of a by-law (pursuant to Section 297 of the Municipal Act, R.S.O. 1990), to stop-up, close and authorize the sale to the Purchaser of the said portion of the said municipal highway;
- Secondly, the approval of the Minister of Municipal Affairs to the highway closing by-law, where the highway being closed was laid out on a plan of subdivision registered after March 27, 1946, [Municipal Act, R.S.O. 1990, Section 297(10)];
- Thirdly, upon the City's compliance with the provisions of the Municipal Act respecting the closing and selling of highways and, in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,
- (i) that the City in its discretion may or may not decide to close-up and sell all or a portion of the said street: after the highway closure and sale is advertised and circulated to public agencies and/or after holding the required public hearing and comments are received; and
- (ii) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);
- (d) Where the said highway or a portion thereof included in this sale has NOT been assumed by the City, the closing of this sale is also conditional upon,
- (i) the Purchaser at its expense obtaining a plan of survey -- Reference Plan of the subject highway (alley) laid out satisfactory to the Regional Surveyor's Office;

- (ii) an Order being issued by the Court (pursuant to the Registry Act, c. R.20, R.S.O. 1990, Section 88) and registered on title to close the said unassumed highway. Such Order shall be applied for by the Purchaser on behalf of and in the name of the City entirely at the Purchaser's expense. The Purchaser shall make such application using forms and processes satisfactory to the City Solicitor;
- (iii) the fact that the Court, notwithstanding acceptance of this Offer by the City, upon receiving the application in the City's name for an Order to close up the portion of the unassumed highway included in this sale, may or may not in its discretion, issue the Order requested or that the Court may Order less than the closing requested or may make its Order subject to such terms and conditions as it considers appropriate; The Purchaser agrees that this Offer is conditional upon and subject to the Order of the Court;
- (iv) this Offer to Purchase is conditional upon the City's compliance with the provisions of the Municipal Act and the Registry Act respecting the closing and selling of highways and in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,
 - (1) that the City in its discretion may or may not decide to sell all or a portion of the said street: after holding a public hearing and comments are received and/or after the highway closure and sale is advertised and circulated to public agencies; and
 - (2) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);

NOTE TO AGENT: Delete either 8.(c) or 8.(d), above.

ADJACENT/NON-ADJACENT OWNER(S) - PROVISIONS

- (e) ~~Where a portion of the highway being sold to the Purchaser is NOT ADJACENT to lands owned by the Purchaser, but adjacent to lands of another, -- the closing of this sale to the Purchaser is also conditional upon the adjacent registered land owner(s) deciding not to accept, within the time limit fixed by City by-law, the City's offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, the said portion of the adjacent closed street at the price such land is being offered herein to the Purchaser.~~

~~In the event the adjacent registered owner(s) exercises its right to so purchase, this Agreement shall~~

- ~~(i) be null and void and the deposit shall be repaid to the Purchaser without interest; or~~
- ~~(ii) remain in full force and effect except that the Purchaser shall be entitled to purchase only that portion of the closed street upon which the Purchaser's land abuts having a frontage of _____ and a depth of _____ more or less, at the reduced price of \$ _____ and the Offer to Purchase shall be deemed amended accordingly;~~

NOTE TO AGENT: Delete 8.(e) if not applicable; if 8.(e) is applicable, delete either 8.(e)(i) or 8.(e)(ii), above.

ASSIGNMENT BY PURCHASER - PROVISIONS

- 9. (a) ~~Where the highway included in this sale is comprised solely of a portion of a highway which is not adjacent to any land of the Purchaser, no assignment of the interest of the Purchaser or any portion of this Offer shall be valid unless and until the assignee(s), the Purchaser and the City enter into an Assignment and Assumption Agreement satisfactory to the City which includes,~~

- (i) ~~the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easement(s) (if any); and~~
- (ii) ~~confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser;~~
- (b) ~~Where the highway included in this sale is comprised both of a portion of a highway which is adjacent to land of the Purchaser and a portion of highway which is not adjacent to land of the Purchaser, this Offer to Purchase may not be assigned by the Purchaser;~~
- (c) Where the highway included in this sale is comprised solely of a portion of a highway which is adjacent to land of the Purchaser,
 - (i) subject to paragraph (ii) below, in the event the Purchaser, at any time prior to the completion of this sale to the Purchaser, the Purchaser sells his adjacent land or in the event that upon completion of this sale to the Purchaser it is determined by the City that the Purchaser is not the registered owner of the adjacent land - this Agreement shall be at an end and the Purchaser's deposit shall be forfeited to the City in addition to any other rights the City may have and the City shall not be liable for any expenses incurred by the Purchaser;
 - (ii) this Offer to Purchase may be assigned by the Purchaser, provided the Purchaser, the new owner of the Purchaser's adjacent land and the City have entered into an Assignment and Assumption Agreement satisfactory to the City.
 - (iii) Such Assignment and Assumption Agreement shall include the following requirements:
 - (1) the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easements;
 - (2) confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser; and
 - (3) that the assignee is the new registered owner of the original Purchaser's adjacent land.

NOTE TO AGENT: Delete two of - 9.(a) (b) or (c).

EASEMENTS

10. (a) The closing of this sale transaction is also conditional,
- (i) upon the Purchaser entering into and registering easement(s) in favour of the Utility(ies) required below; or
 - (ii) the City granting such easements.

NOTE TO AGENT: Delete 10.(a) if not applicable; if 10.(a) is applicable, delete either 10.(a)(i) or 10.(a)(ii), above.

The City's deed to the Purchaser shall be subject to such registered easement(s) in favour of the Utility(ies) required below:

<u>Utility</u>	<u>Part(s) on Ref Plan/Schedule</u>
- The Regional Municipality of Hamilton-Wentworth	
- Union Gas Limited	
- Bell Telephone Company	North Side Part 1, Plan 62R-12212
- Ontario Hydro	
- Hamilton Hydro	North Side Part 1, Plan 62R-12212
- Local Cablevision Company	
- Other -	

- (b) Regarding the said easement(s), the Purchaser acknowledges and agrees:
- (i) that the Purchaser is required at its expense, to enter into the said easement Agreement(s), with and satisfactory to each Utility unless the City shall grant such easements. Such easement shall be registered before the completion of the sale of the closed highway to the Purchaser or shall be registered as otherwise required by the City or the Utility;
 - (ii) that within the said highway being closed and sold to the Purchaser are installed or, are intended to be installed, the property of the Utility which neither the City nor the Utility shall be obliged to remove from the said closed highway to accommodate the Purchaser's development or use of the closed highway unless otherwise set out herein; and
 - (iii) that the Easement Agreement with a Utility may prohibit the Purchaser's construction of buildings or structures on or beneath the lands included in this sale and will provide access to the Utility upon the said land for the purpose of operating, maintaining, replacing, or installing such services or other equipment the Utility requires.
11. The Purchaser hereby covenants and agrees to and with the City,
- (a) to not object to the closure and sale of the highway and the Purchaser hereby consents to the closing of the said street, including other portions thereof, if any, being sold to others;
 - (b) to accept title to the portion of the closed street included in this sale to the Purchaser subject to all existing registered easements and to all existing works of any Utility; and
 - (c) after taking title to the closed street from the City, the Purchaser acknowledges that he has all financial responsibility for the costs of developing the land and for the costs of obtaining all necessary services and approvals. No representation at all is made by the City on the willingness of any existing or proposed Utility to relocate or otherwise accommodate the Purchaser's use.
12. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances subject to the easements referred to herein and except as to any registered restrictions or covenants and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
13. The Purchaser shall assume taxes, local improvements, water and sewer rates from and after the date this transaction is completed with the Purchaser.
14. The deed or transfer is to be prepared by the Vendor in accordance with a plan of survey of the Vendor. If the Vendor does not have a plan of survey, the Purchaser shall have a plan of survey prepared at the Purchaser's expense satisfactory to the Vendor.
15. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
16. In the event of failure of the Purchaser to complete this transaction by the required closing date, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
17. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act, R.S.O. 1990. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
18. This Agreement and its acceptance is to be read with all changes of gender or number required by the context. Headings in this Offer are for convenience only and do not affect the text of the Offer's provisions.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

In this Offer the term highway includes alley or lane.

Forming part of this Offer to Purchase is/are Schedule(s) A attached hereto.

DATED at HAMILTON this 29th day of SEPTEMBER 1993.

SIGNED, SEALED AND DELIVERED

in the presence of

) J. B. MARLATT FUNERAL HOMES (1985) LIMITED

)

)

) W. R. HOCKNEY, PRESIDENT

) I have the authority to

) bind the Corporation

)

)

) _____ (Seal)

)

)

) _____ (Seal)

Name of Purchaser's Lawyer:

William P. Dermody

Address of Purchaser's Lawyer:

4 Hughson Street South

Hamilton, Ontario L8N 3Z1

Telephone: 572-6688

Fax: 572-6509

City's Lawyer:

Law Department,
The Corporation of the City of Hamilton,
71 Main Street West,
P.O. Box 2040,
Hamilton, Ontario.
L8N 3T4

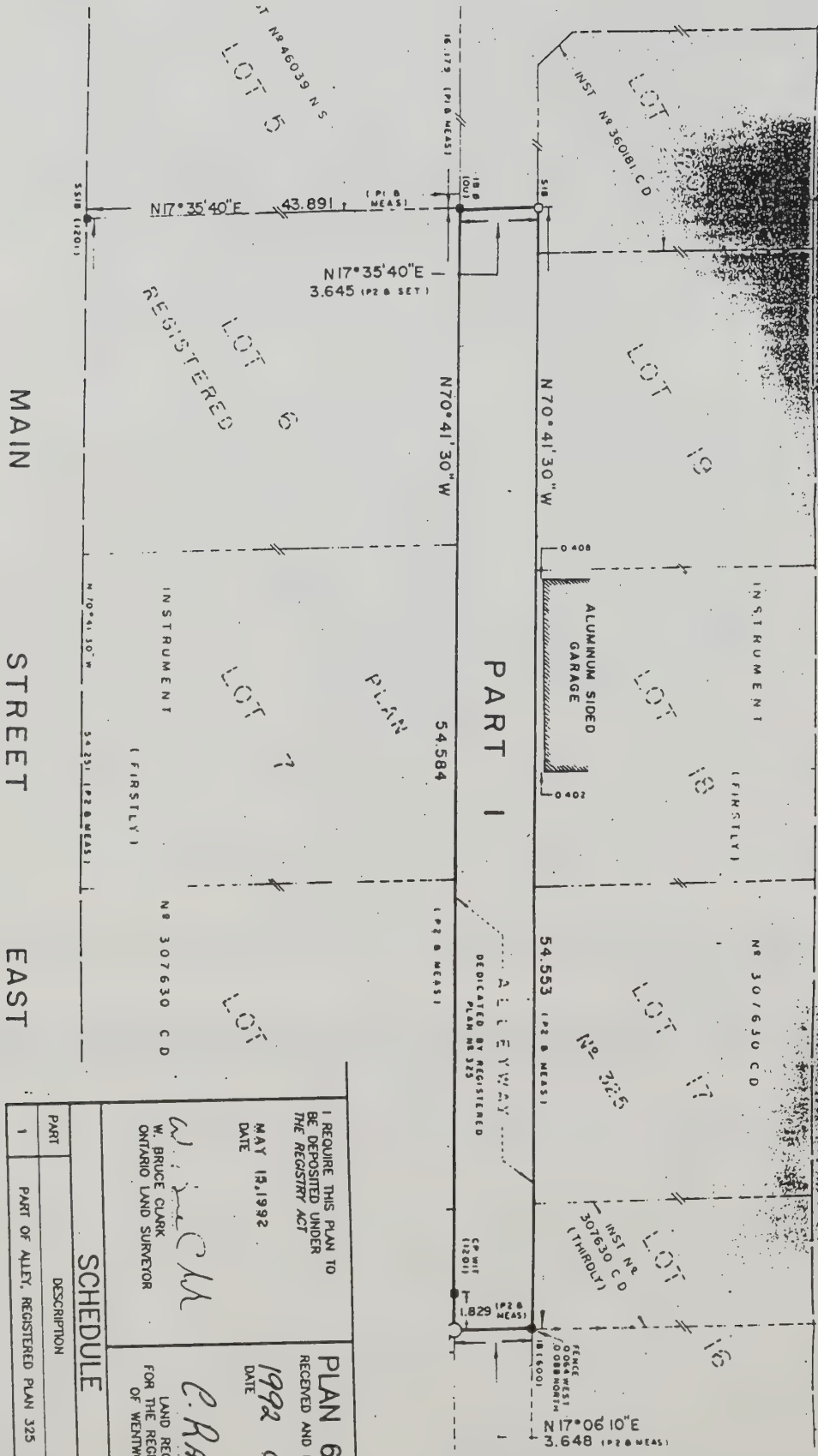
Telephone: 546-4520

Fax: 546-2142

GENERAL NOTE TO AGENTS:

Delete non-applicable paragraphs/clauses (if any) from this Offer to Purchase with heavy diagonal lines -- do not remove non-applicable paragraphs and clauses and do not re-number sections.

SCHEDULE A



MAIN STREET EAST

PART I

PLAN

REGISTERED LOT 6

LOT 5

INSTRUMENT (FIRSTLY)

N 307630 C D

INSTRUMENT (FIRSTLY)

N 307630 C D

ALUMINUM SIDED GARAGE

54.553 (P2 & MEAS)

54.584

(P2 & MEAS)

ALLEYWAY DEDICATED BY REGISTERED PLAN NO 325

(P2 & MEAS)

N 17°06'10"E 3.648 (P2 & MEAS)

S118 (1201)

N 70°41'30"W

54.251 (P2 & MEAS)

16.173 (P1 & MEAS)

N 17°35'40"E 43.891 (P1 & MEAS)

N 17°35'40"E 3.645 (P2 & SET)

INST N 307630 C D (THIRDLY)

FENCE 0.084 WEST 1.008 NORTH

W. Bruce Clark
W. BRUCE CLARK
ONTARIO LAND SURVEYOR

E. R. Radey
LAND REGISTRAR
FOR THE REGISTRY DIVISION
OF WENTWORTH (No 82)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
MAY 13, 1992
DATE

PLAN 62R-12212
RECEIVED AND DEPOSITED
1992 05 25
DATE

SCHEDULE

PART	DESCRIPTION	INSTRUMENT
1	PART OF ALLEY, REGISTERED PLAN 325	BY PLAN

PLAN OF SURVEY
OF
PART OF ALLEY
NORTH OF LOTS 6, 7, 8 AND 9
REGISTERED PLAN NO. 325
BEING IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1(Exi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee


FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of concrete alley north of Barton Street
East - \$30,400.00

RECEIVED
OCT 21 1993
CITY CLERKS

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of concrete alley first north of Barton Street East from Tragina Avenue North to Weir Street North (east-west portion only).



P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on August 31, 1993, in adopting Item 22 of the 11th Report of the Transport & Environment Committee and Item 9 of the 15th Report of the Finance & Administration Committee. Regional Council authorized the consent to issue debentures on October 19, 1993.

:sr
Att.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93 -

To Authorize:

1. The construction of local improvements of a concrete alley first north of BARTON STREET EAST from Tragina Avenue North to Weir Street North (east west portion only), as described in Schedule "A";
2. The special assessment to pay a portion of the cost upon petition made under Section 11 of The Local Improvement Act;
3. The preparation of plans, specifications and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS a petition has been received to construct as local improvements the works hereinafter described;

AND WHEREAS the City Clerk has certified as to the sufficiency of the said petition;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 11th Report of the Transport & Environment Committee and Item 9 of the 15th Report of the Finance & Administration Committee on August 31, 1993;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS Ontario Regulation 710/92 enacted under the authority of the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for a municipality's debt obligations which do not require the approval of the Ontario Municipal Board;

AND WHEREAS the City Treasurer has confirmed that the financial commitments, liabilities and debts of the project listed herein together with the City of Hamilton's other financial obligations and debts do not exceed the City's debt and financial obligation limit prescribed by Ontario Regulation 710/92 (in force as of January 1, 1993) and that the approval of the Ontario Municipal Board with respect to the project listed herein is therefore not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$30,400.00.

2. The share or portion of the estimated cost of the works in the amount of \$5,225.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.
3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:
 - (a) to the extent sufficient to provide an amount not exceeding \$5,225.00; and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The Commissioner of Transportation/Environmental Services is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1993.

CITY CLERK

MAYOR

(1993) 11 R.T.E.C. 22, August 31
 (1993) 15 R.F.A.C. 9, August 31

SCHEDULE 'A'

The Construction of a concrete alley first north of BARTON STREET EAST from Tragina Avenue North to Weir Street North (east west portion only) at the cost not exceeding those set out below:

City's Share	\$ 25,175.00
Owners' Share	<u>5,225.00</u>
Total Estimated cost	<u>\$ 30,400.00</u>

Estimated Cost per metre frontage \$ 95.00

Fifteen (15) annual instalments

1 (EXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 21

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor


SUBJECT: Local improvements of concrete curbs and sidewalk on
Rennie Street - \$8,700.00

RECEIVED

CITY CLERKS

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of concrete curb on the north side of Rennie Street from Waterloo Street to approx. 33.8m easterly (east limit of 777 Rennie Street) AND concrete curb and sidewalk on the south side of Rennie Street from approx. 12.2m east of Waterloo Street to approx. 12.2m easterly (frontage of 776 Rennie Street).



P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on August 31, 1993, in adopting Item 21 of the 11th Report of the Transport & Environment Committee and Item 8 of the 15th Report of the Finance & Administration Committee. Regional Council authorized the consent to issue debentures on October 19, 1993.

:sr

Att.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93 -

To Authorize:

1. The construction of local improvements of a concrete curb on the north side of RENNIE STREET from Waterloo Street to approx. 33.8m easterly (east limit of 777 Rennie Street) AND concrete curb and sidewalk on the south side of RENNIE STREET from approx. 12.2m east of Waterloo Street to approx. 12.2m easterly (frontage of 776 Rennie Street), as described in Schedule "A";
2. The special assessment to pay a portion of the cost upon petition made under Section 11 of The Local Improvement Act;
3. The preparation of plans, specifications and reports and the supervision of the construction by the Director or Public Works.

WHEREAS a petition has been received to construct as local improvements the works hereinafter described;

AND WHEREAS the City Clerk has certified as to the sufficiency of the said petition;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 21 of the 11th Report of the Transport & Environment Committee and Item 8 of the 15th Report of the Finance & Administration Committee on August 31, 1993;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS Ontario Regulation 710/92 enacted under the authority of the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for a municipality's debt obligations which do not require the approval of the Ontario Municipal Board;

AND WHEREAS the City Treasurer has confirmed that the financial commitments, liabilities and debts of the project listed herein together with the City of Hamilton's other financial obligations and debts do not exceed the City's debt and financial obligation limit prescribed by Ontario Regulation 710/92 (in force as of January 1, 1993) and that the approval of the Ontario Municipal Board with respect to the project listed herein is therefore not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$8,700.00.

2. The share or portion of the estimated cost of the works in the amount of \$3,254.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.
3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:
 - (a) to the extent sufficient to provide an amount not exceeding \$3,254.00; and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The Director of Public Works is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1993.

CITY CLERK

MAYOR

(1993) 11 R.T.E.C. 21, August 31
 (1993) 15 R.F.A.C. 8, August 31

SCHEDULE 'A'

The Construction of a concrete curb on the north side of RENNIE STREET from Waterloo Street to approx. 33.8m easterly (east limit of 777 Rennie Street) AND concrete curb and sidewalk on the south side of RENNIE STREET from approx. 12.2m east of Waterloo Street to approx. 12.2m easterly (frontage of 776 Rennie Street) at the cost not exceeding those set out below:

City's Share	\$ 5,446.00
Owners' Share	<u>3,254.00</u>
Total Estimated cost	<u>\$ 8,700.00</u>

Estimated Cost per metre frontage	\$ 53.00 for curb
	\$ 121.00 for sidewalk and curb

Fifteen (15) annual instalments

1(F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 22

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Construction of a Reinforced Concrete Liner
for Red Hill Creek, East of Quigley Road
and North of Greenhill Avenue (PW93.0405)

RECOMMENDATION:

That a purchase order be issued to Harm Schilthuis and Sons Limited, lowest of four bidders, in the amount of \$84,316 including G.S.T. to construct a reinforced concrete liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

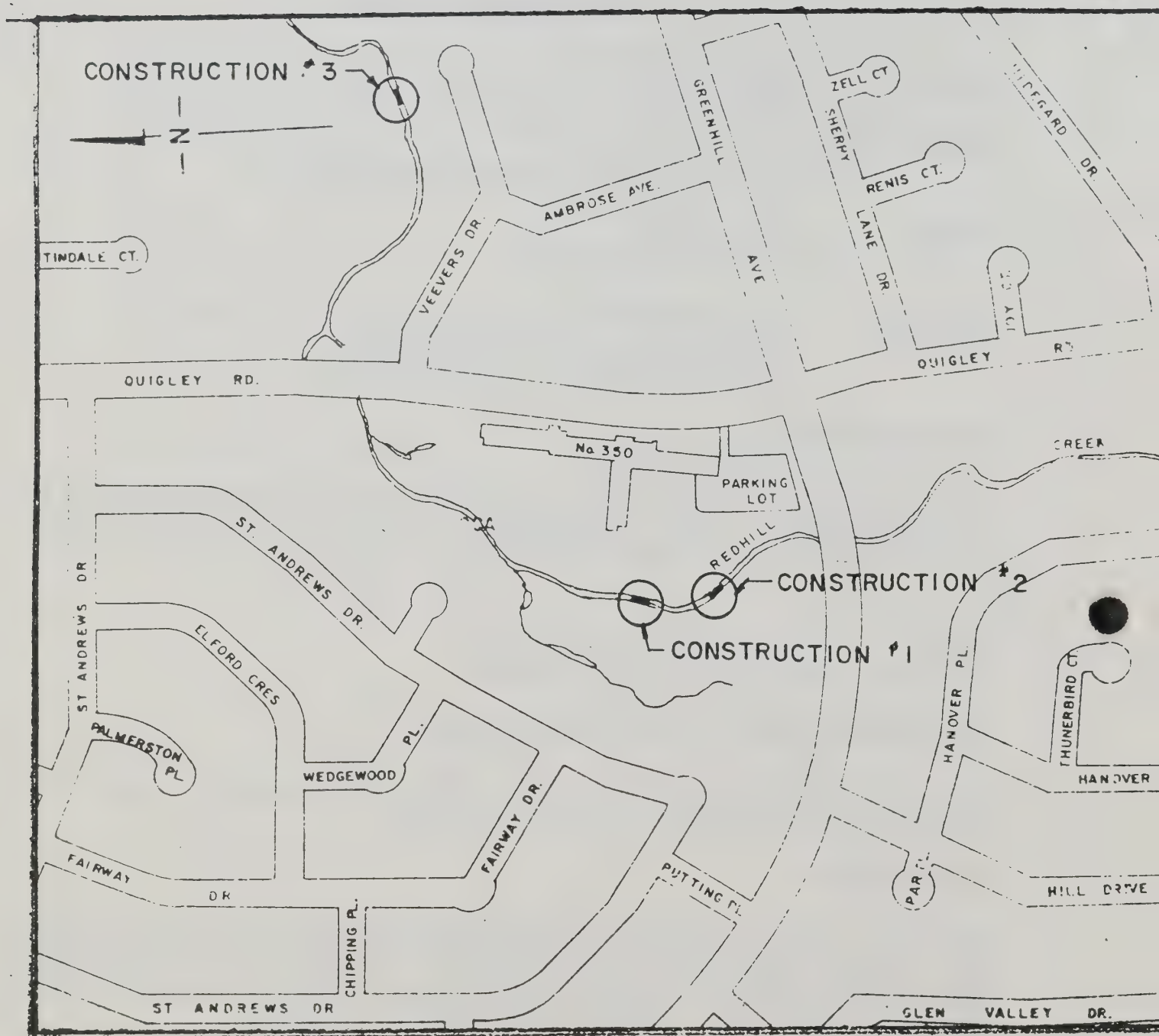
There are sufficient funds in the 1993 Capital Budget to cover this project under Account CF5200 609349007 - Fencing - Cleanup Ravine Lands.

BACKGROUND:

Storm water runoff in the Red Hill Creek bed has caused erosion problems which could lead to expensive claims in the area or downstream. The location is shown on the attached plan as Construction #1. The other locations being Construction #2 and #3 involve headwalls for storm sewers that are the responsibility of the Region.

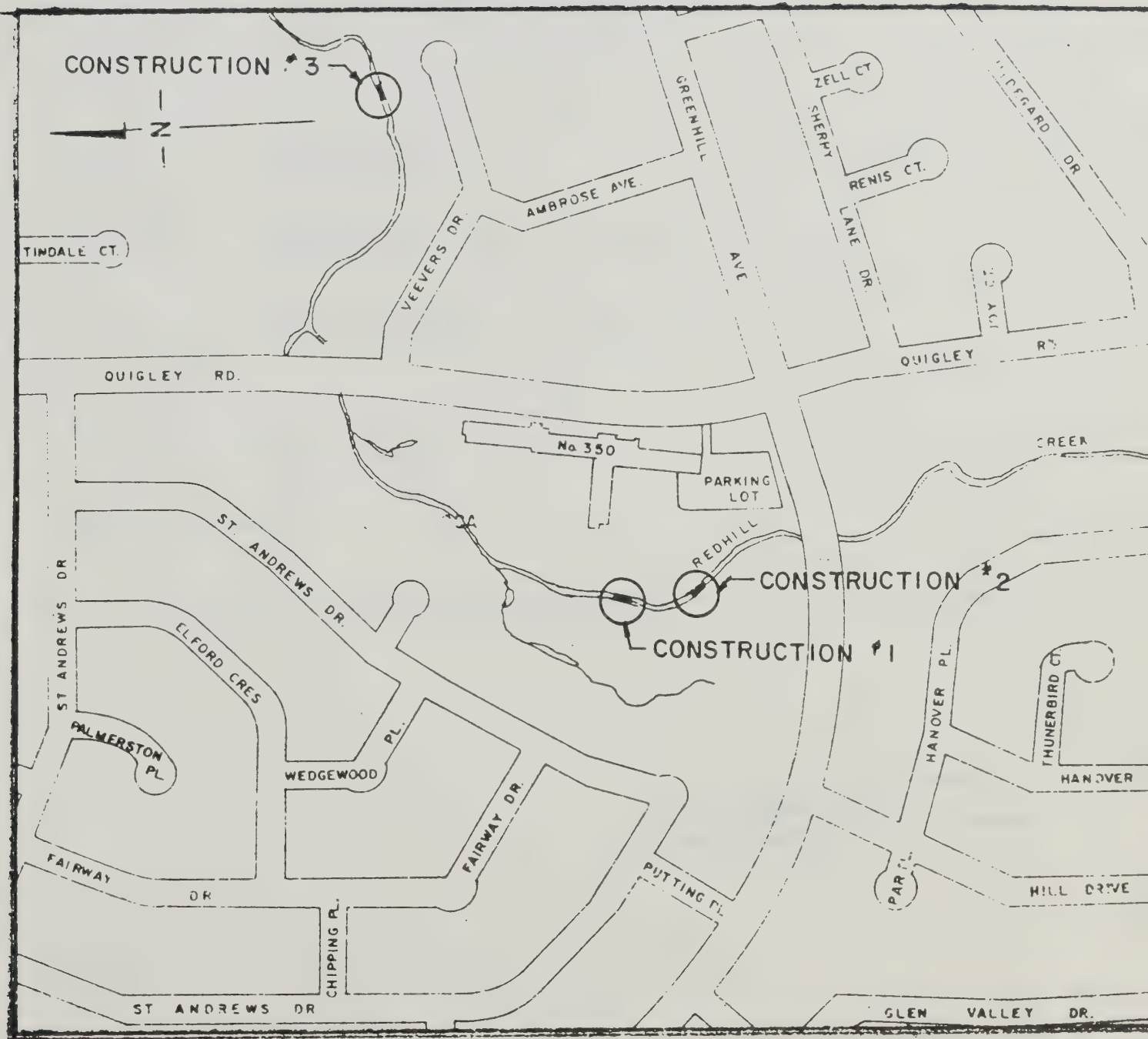
RPM/jdh
Attach.

c.c. J. Hudoba, Roads Department
c.c. A. Ross, Treasury Department



KEY PLAN

H.T.S.



KEY PLAN

H.T.G.

CITY OF HAMILTON
- RECOMMENDATION -

1(4)

DATE: 1993 October 26

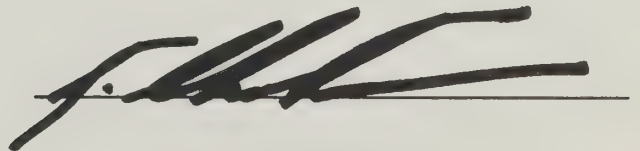
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, consisting of several bold, sweeping strokes, positioned above a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1993 October 18	D. W. Vyce Director of Property and M. F. Main Director of Traffic Services	Traffic Operations Centre Deficiency	1993 October 19

K. C. Christenson, Secretary
1993 November 1

CITY OF HAMILTON

-RECOMMENDATION-

DATE: October 19, 1993
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Decontamination of PCBs by ENSR Operations Ltd.
for McMaster University, 1280 Main St. West

RECOMMENDATION:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to ENSR Operation Ltd. carrying out the proposed PCB destruction for McMaster University, at 1280 Main St. West Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific Municipal permits are required for the proposed work.


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment and Energy (MOEE) has received an application from ENSR Operations Ltd. for a Certificate of Approval to operate a Class 3 Mobile Destruction Site at 1280 Main Street West Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Cont'd...

**Decontamination of PCBs by ENSR Operations Ltd.
for McMaster University, 1280 Main St. West**

BACKGROUND:(Cont'd)

McMaster University has hired ENSR Operations Ltd. to carry out on-site PCB decontamination of 40 180 litres of contaminated mineral oil with an average PCB range of 77 ppm. At present the PCB waste is contained within one transformer which is in normal service. When the treatment operation is performed it will be done in a completely closed system as described in the operations manual section of ENSR's application. All waste materials generated are to be packaged in steel drums and disposed of as described in the waste management section of ENSR's application.

The PCB destruction technology and procedures to be used by ENSR Operations Ltd. at the McMaster University location has been fully approved by the Ministry of the Environment (Approval No. A840448, April 13, 1989).

ENSR's PCBX system is applicable to natural or synthetic liquid hydrocarbon products (LHCPs) which contain PCBs. PCBX is a mobile truck-mounted process which chemically dechlorinates PCBs and other chlorinated hydrocarbons in LHCP, returns the LHCP in a usable condition and produces environmentally benign by-products. PCBX is a closed, continuous process in which the PCB content of the LHCP is reduced during each of several process passes.

The PCBX process releases no chlorinated hydrocarbons to the atmosphere. There is no liquid effluent released into the environment. The by-product contains a non-leaching plastic polymer, other non-toxic materials resulting from the process are spent filtration material such as Fuller's Earth. Drummed wastes are disposed of in accordance with applicable regulations and approvals through use of a licensed hauler and licensed disposal facility..

Under MOEE Regulation 148/86, governing PCBs, the MOEE required to notify the City of Hamilton a minimum of 30 days prior to the date for which operations at the site once the Certificate of Approval has been issued to ENSR. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

No specific Municipal permits are required for the work proposed by ENSR Operations Ltd. as the work will be carried out entirely on McMaster University property.

According to ENSR's proposal has scheduled the work to commence in November 1993, however the work will not commence until the MOEE approval has been received. ENSR's detailed application is too lengthy to append to this report and is available at the Clerks Department for further review.

CR

cc. Lynda Sohal, Secretary, Environmental Services Committee

CITY OF HAMILTON

-RECOMMENDATION-

2 (b)

DATE: October 21, 1993
E308-01 C. Rodgerson

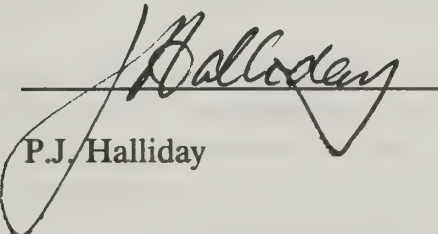
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Third Sector Employment Enterprises' Application for a
Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Third Sector Employment Enterprises receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 1579 Burlington Street East, Hamilton, Ontario; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable Municipal By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the operations of Third Sector Employment Enterprises;


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Third Sector Employment Enterprises' Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has received an application from Hamilton-Wentworth Third Sector Employment Enterprises for a Certificate of Approval (C of A) to operate a Waste Disposal Site (Processing) located at 1579 Burlington Street East, Hamilton, Ontario.

Third Sector has requested approval to receive non-hazardous solid industrial, commercial, institutional and domestic waste collected through a municipal curbside recycling program (commonly referred to as the "blue box" program). The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Third Sector has been operating at 1579 Burlington St. East since March 28, 1993 as a municipal curbside collection and processing agent. Previous operations occurred at 77 Niagara St. Hamilton for which a separate C of A was required. The MOEE has requested that Third Sector apply for new C of A for their operations at 1579 Burlington St. East. Third Sector continues to collect and sell old newspaper, food and beverage cans, glass bottles, plastic bottles, magazines, corrugated cardboard and phone books.

Third sector presently receives approximately 105 tonnes of solid non-hazardous waste per day with the ability to accept a maximum of 175 tonnes per day. The estimated maximum storage capacity of the site if required is 1400 tonnes. Most materials are moved within three days of collection and processing. In the odd circumstances, (market controlled), recyclables may be stored up to 90 days in order to seek better markets. On rare occasions less than 2% of overall collections would fall into this category.

All waste materials collected are sorted, processed and stored indoors. The site recycles 90-95% of all waste materials received. The outgoing non-recyclable waste has the same waste classes as the materials received, and will be stored indoors until disposed of at a MOEE approved landfill site. The site is monitored 24 hours a day by Hamilton-Wentworth Protection Ltd. and is protected by a wet pipe sprinkler and hose system.

Relevant sections of Third Sector's proposal were circulated to the appropriate City departments for their comments. There are no outstanding City concerns with the proposal as indicated by the responses received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control. Copies of these responses are attached for further information.

Regional comments are being addressed through a report directed to the Environmental Services Committee. It is anticipated that there will be no outstanding Regional concerns.

CR
Attach

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Mr. P. Dunn
Manager, Waste Management
Environmental Services Department

YOUR FILE:

FROM: Mr. D. Christopher, Acting Assistant
Chief Fire Prevention Officer

OUR FILE:
PHONE: (416) 546-3350

SUBJECT: Hamilton-Wentworth Third Sector
Employment Enterprises Application
for a Certificate of Approval
for a Waste Disposal Site

DATE: 1993 October 21

Further to your memo of October 5, 1993 concerning the above noted project at 1579 Burlington Street East, Hamilton, be advised that an Inspector from this Department attended the site on October 19, 1993.

A review of his report indicates that the portion of the premises occupied by the Third Sector Operation presently complies with the requirements of the Ontario Fire Code.

Our Department is presently active on matters pertaining to the balance of the complex (the majority of which is vacant) and will continue to monitor the situation.

I trust this is the information you require.

DEC:cl

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Colin Rodgerson
Waste Management Operations
Environmental Services Department

YOUR FILE: E308-01

FROM: A. L. Georgieff, M.C.I.P.
Director, Regional Planning Branch

OUR FILE: 768.42

PHONE: 546-4210

SUBJECT: Hamilton-Wentworth Third Sector
Application for Certificate of
Approval - 1579 Burlington St. E.
City of Hamilton

DATE: 1993 October 12

The Regional Planning Branch has reviewed the application for a Certificate of Approval for a waste disposal facility (processing), at the above noted site and determined that the proposal does not conflict with the Hamilton-Wentworth Official Plan.

GW

ENVIRONMENTAL SERVICES	
OCT 13 1993	
FILE:	
Director	COMMENTS:
Finance & Adm	
Prog. & Pro. Design	
Plant Oper.	
Int. Maint.	
Waste Mgmt.	
Labs	
Admin. Serv.	

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operation Section
Environmental Services Dept.

FROM: Victor Abraham
Director of Local Planning

SUBJECT: 1579 Burlington Street - Application
for MOEE Certificate of Approval
for a Waste Disposal Site (Processing)

YOUR FILE: E308901

OUR FILE: OP-COMP(C)

DATE: October 13, 1993

ENVIRONMENTAL SERVICES	
OCT 19 1993	
FILE:	
Finance & Adm	
Prog. & Pro. Design	
Plan. & Eval.	
Waste Mgmt.	
Lab.	
Adm. Serv.	
FILED BY:	

This memorandum is in response to your memorandum dated October 5, 1993.

The subject lands are situated in Industrial Sector "F" in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed Certificate of Approval for a Waste Disposal Site (Processing) involves the collection, separation, sale and transport of municipal curbside recycling products. The proposed facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

cc. A.L. Georgieff, Regional Planning Branch



TRAFFIC DEPARTMENT

City of
HAMILTON

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4510 / Fax (905) 546-2419

1993 October 14

Mr. P. J. Halliday
Senior Director of Environmental Services
Environmental Services Department
Region of Hamilton-Wentworth

Attention: Mr. Colin Rodgeron

Dear Sir:

Re: Hamilton-Wentworth Third Sector Employment Enterprises Application
for a Certificate of Approval for a Waste Disposal Site (Processing)

ENVIRONMENTAL SERVICES	
OCT 20 1993	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Prog. & Eval. Dept.	
Plant & Equip.	
Lab.	

Thal T.

In response to your memo dated 1993 October 5, we have reviewed the application and are not aware of any transportation related issues respecting the granting of the Certificate of Approval.

Yours truly,

Murray F. Main
Murray F. Main, P. Eng.
Director of Traffic Services

MFM/jd

2(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 26
T103 03 (A) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Amendment to Road Closure Policy

R-93-79

RECOMMENDATION:

That the procedure for processing road closures be revised to include only one report to the Transport and Environment Committee, which committee meeting is held after the required four weeks of public advertising, in those cases where no objections are received and the Ward Aldermen are in favour of the request.


E. M. Gill, P.Eng.

BACKGROUND:

This Department receives several applications annually to close road allowances in the City of Hamilton.

In accordance with the existing policy, notification is forwarded to all municipal departments, utility companies, ward aldermen and area residents, of the request to close a road allowance. Comments from these groups are then incorporated into a report which is submitted to your Committee. The residents are circulated again to advise them of the date at which the Committee will consider the proposed closure and the staff report.

Should your Committee and Council approve of the closure in principle, an advertisement is placed in the local newspaper informing the public of the City's intention to consider a By-law to finalize the closure.

cont'd...

-Page 2-
Amendment to Road Closure Policy

October 26, 1993

cont'd...

Substantial time and cost savings could be realized on non-contentious closures by submitting one staff report to the public meeting of your Committee, held after the closure has been advertised for four weeks, provided that the following conditions apply:

1. That the Ward Aldermen are in favour of the closure, and
2. That there are no objections from municipal departments, utility companies or area residents.

This procedure will still provide for circulation by mail to all affected owners and tenants to obtain comments, and circulation again to advise of the date and time of the Committee meeting which follows the four weeks of public advertising.

✓ JKC:

cc: D. Powers, Senior Solicitor, Law Department
cc: M. Main, Director of Traffic Services
cc: D. Lobo, Director of Public Works
cc: D. Vyce, Director of Property

CITY OF HAMILTON

- RECOMMENDATION -

2(d)

DATE: September 23, 1993
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday Senior Director
Environmental Services Department

SUBJECT: Management Board Secretariat Consolidation
of PCB at Hamilton Psychiatric Hospital

RECEIVED

SEP 23 1993

CITY CLERKS

RECOMMENDATION:

- a) That the West Central Region Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to the transfer and storage of PCB waste by the Management Board Secretariat to their Hamilton Psychiatric Hospital PCB storage site; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.
- b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOEE for their information.


P.J. Halliday

Cont'd....

-Page 2-
September 23, 1993

**Management Board Secretariat Consolidation
of PCB at Hamilton Psychiatric Hospital**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

MOEE policies and regulations concerning the transfer and movement of PCB contaminated waste from one political jurisdiction to another permit the receiving municipality to comment on the proposed activity, and to have input into the Ministry's approval process.

The final determination, and the provision of the approval however, is at the MOEE's discretion.

BACKGROUND:


The West Central Region Office of the MOEE has received a proposal from the Management Board Secretariat (formerly the Ministry of Government Services) for the transfer and storage of PCB wastes from properties in Niagara Falls to their PCB waste storage site at Hamilton Psychiatric Hospital.

The PCB waste was generated in the demolition of six properties in Niagara Falls. The Niagara Falls properties will be utilized for the construction of new government offices. These offices will not be constructed for two to three years requiring the PCB wastes to be transferred off-site.

The 166 ballasts have been identified, collected and stored in two 205 litre metal barrels which come with proper labelling and absorbent packing material. To ensure the long term safe storage of PCB wastes the Management Board Secretariat would like to consolidate the PCB wastes generated in Niagara Falls at the Hamilton Psychiatric Hospital PCB storage site, site number 20188A246.

All the necessary permits and approvals to transport PCB materials into the consolidated site will be acquired after comment from the Region of Hamilton-Wentworth has been received.

A copy of the letter received from the Management Board Secretariat with respect to their request has been attached for further information.

 CR m:\reports\t&e\mbpspcb.t&e
Attach.



Management
Board
Secretariat

Secrétariat
du Conseil
de gestion

Project Management
Branch
720 Bay Street, 4th Floor
Toronto, Ontario
M5G 2K1
Telephone: 326-4866
Facsimile: 326-4871

Direction de la
gestion des projets
720 rue Bay, 4^e étage
Toronto, Ontario
M5G 2K1
Téléphone: 326-4866
Télécopieur: 326-4871

September 14, 1993

Mr. Joe Schatz
City of Hamilton
City Clerk's Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

**RE: Ontario Government Relocation Program
Ministry of Culture, Tourism and Recreation
Niagara Falls, Ontario, Project No.: 75029**

Please be advised that the Management Board Secretariat wishes to transfer and store PCB waste in our Hamilton Psychiatric Hospital and seek your agreement to the transfer through your City.

The PCB waste in the form of 166 ballasts, was generated in the demolition of six properties on our new office site in Niagara Falls. The ballasts have been identified, collected and stored in two metal 205 litre barrels which come with the proper labelling and absorbent packing material.

We have advised the Ministry of Environment and Energy and we have commenced the required approval process with them. Our contact and the person you should get in touch with if you have any technical questions, is:

Ms Deanna Johnson
Ministry of Environment and Energy
12th Floor, Ellen Fairclough Building
119 King Street
Hamilton, Ontario
L8N 3Z9

(416) 521-7640

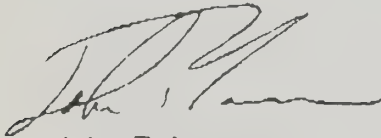
.../2

- 2 -

The demolition process will be completed by the end of this month. We, therefore, request you to consider this matter as quickly as possible.

Please advise me of the time frame involved and contact me if you require any further details.

Yours truly,



John P. Iannone
Project Manager

cc: Deanna Johnson
John Orser
Albert Manente
Joe Nazereth

e:Schaez, John

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

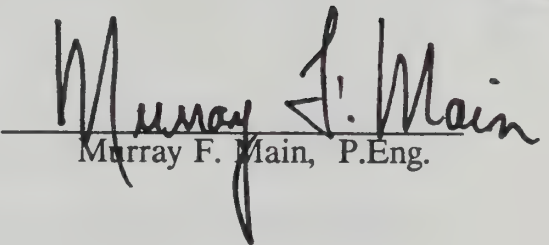
SUBJECT:

King Street West and streets within the Westdale B.I.A. area - Parking Regulations. [TEC-220-93]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Saturday" regulation be implemented on the north side of King Street West commencing 137 feet west of Sterling Street and extending to Cline Avenue South and on the south side commencing 119 feet west of Newton Street and extending to Cline Avenue South; and
- b) That the existing "No Parking" regulation on the south side of King Street West which commences 75 feet west of Newton Avenue and extends 27 feet westerly therefrom, be replaced with one two-hour metered parking space; and
- c) That three two-hour parking meters be installed on the east side of Paisley Avenue North commencing at King Street West (north branch) and extending to a point 109 feet northerly therefrom; and
- d) That four two-hour parking meters be installed on the east side of North Oval commencing at King Street West and extending to a point 103 feet northerly therefrom; and
- e) That two two-hour parking meters be installed on the east side of Sterling Street commencing at a point 75 feet north of King Street West and extending to a point 42 feet northerly therefrom; and

- f) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs and parking meters. However, the \$24.00 annual charge for parking permits and the meter revenue will off-set the cost.

BACKGROUND:

As a result of a Westdale B.I.A. meeting, the Secretary, Daniel Upsdell, forwarded a petition requesting that a two hour parking time limit be implemented on both sides of King between Sterling and Cline. He also forwarded a letter signed by representatives from all four abutting businesses requesting that the existing "No Parking" loading zone on the south side of King, just west of Newton, be replaced with a parking meter. Mr. Upsdell also asked the Traffic Department to investigate the feasibility of removing the evening rush hour stopping prohibition from the north side of King, west of Sterling, and to investigate the feasibility of providing additional parking meters in the Westdale B.I.A. area.

1. Request for a Two Hour Parking Time Limit on King between Sterling and Cline

The petition was signed by representatives of 21 of the 34 one, two and three family dwellings abutting King between Sterling and Cline, requesting that a two hour parking time limit be implemented on both sides of the street in this block. Mr. Upsdell advised that he contacted seven more residents who refused to sign the petition. Nineteen of the 21 residents who signed the petition support the requested regulation and two were opposed.

King has a 44 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the north side as well as three metered parking spaces (2 on the north and 1 on the south side), just west of Sterling. There is also a 27 foot "No Parking" loading zone on the south side of King, just west of Sterling, and the abutting businesses have requested that this loading zone be replaced with a parking meter.

Mr. Upsdell has advised of concerns regarding long-term non-resident parking by students of McMaster University. The implementation of the requested regulation will reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 56 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request. Alderman Terry Cooke has advised that it would be appropriate to limit the hours of the regulation such that it would be in effect 9:00 a.m. to 5:00 p.m., Monday to Saturday".

2. Request to Replace a Loading Zone with a Parking Meter on King Street

Mr. Upsdell forwarded a letter signed by representatives from all four of the abutting businesses on the south side of King, just west of Newton, requesting that the existing 27 foot loading zone be replaced with a parking meter. Presently, there are two metered spaces on the north side and one on the south side of King, immediately west of the subject loading zone. There is an existing loading zone on the west side of Newton, south of King, and the representatives of these businesses have advised that this loading zone adequately serves their needs. Therefore, the Traffic Department concurs with the request.

3. Request for Additional Parking Meters in the Westdale B.I.A. Area

A request was made by the Westdale B.I.A. for the Traffic Department to investigate the possibility of providing additional parking meters in the Westdale B.I.A. area. An investigation has revealed that it would be possible to provide approximately ten additional parking meters in this area (three on Paisley, four on North Oval, two on Sterling and one on King).

4. Request to Remove the Evening Rush Hour Stopping Prohibition from the North Side of King between Sterling and Forsyth

Mr. Upsdell suggested that the volume of westbound traffic on King, west of Sterling, does not warrant the evening rush hour stopping. The Traffic Department is conducting ongoing studies into this request and will report to the Committee in the near future.


CVB/ks



4.

**CITY OF HAMILTON
- INFORMATION -**

DATE: October 28, 1993

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: L.C. King, P.Eng.
Building Commissioner

SUBJECT: 355 MacNab Street North - Building Permit for
Private Garage (93.2.4.2.1.A)

BACKGROUND:

At its meeting held August 23, 1993, the Transport and Environment Committee discussed the issue of a storage garage erected in the rear yard of 355 MacNab Street North.

After consideration and following an in-camera session, the Committee asked for a report specifically addressing four issues.

On September 20, 1993 the matter was considered again by the Committee and Alderman Agro requested that the four issues be examined with respect to a lane rather than an alleyway, and to changes to the building size rather than the lot size.

1. Why no one would be notified that the alleyway (lane) was to be closed to residents after it had been open for almost 100 years?

The City has no record of an alleyway established at this location. At the time of building permit issuance, a meeting was held with Regional Engineering staff to confirm that the alleyway at the rear of the properties was not public and that the lands shown by the applicant were private lands. A further title search by the Law Department confirmed that there is no public alley at the rear of 355 MacNab Street North.

2. Whether the owner of 355 MacNab Street North changed plans midstream by enlarging his property (building) from the original 30' x 117' to 30' x 123'?

The property size (lot size) of 355 MacNab Street North did not change during the building permit issuance process. The owner did change the size of the garage proposed to be built after the issuance of the initial building permit.

3. If the owner did change plans as per question #2, how did this happen?

The original building permit issued on March 23, 1992 was for a 22' x 24' private garage. On June 2, 1992, the owner attended the Building Department and changed the building plans to an irregular shaped private garage, 14' x 28'4" with a widened section 15'0" x 5'0".

4. If the owner did change plans as per question #2, who is responsible?

A revised building permit was issued on June 2, 1992 incorporating the changed building size.

On October 18, 1993 the matter was again considered by the Committee and the following additional questions were put forth:

1. On what basis and for what purpose were the plans changed? Did this change require some special approval (i.e. Committee of Adjustment, etc.)? If so, explain.

The property owner requested a change in the building size and layout. No special approval was required for the amendment.

2. Did anyone look at the results of this change and consider that it would block the right-of-way for the residents?

There is no record of a right-of-way at the rear of this property. The survey supplied at the time of permit issuance clearly indicated that there was no alley or right-of-way.

5.

CITY OF HAMILTON
- RECOMMENDATION -

RE

DATE: October 27, 1993

OCT 27 1993

REPORT TO: Kevin Christenson, Secretary
Transport And Environment Committee

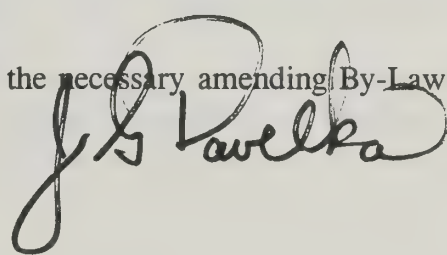
CITY CLERKS

FROM: J.G. Pavelka, Chairman of Management Team and Management Team

SUBJECT: 1994 USER FEES

RECOMMENDATION:

- 1.) That the 1994 User Fees for the following Departments as outlined on Schedule 1, Committee of the Whole Agenda, dated October 26, 1993, be approved;
 - a) Local Roads - page 15
 - b) Streets and Sanitation Division - page 48
 - c) Traffic Department - pages 49 - 53
- 2.) That the City Solicitor be authorized to prepare the necessary amending By-Laws to reflect the changes;



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Schedule 1, if approved, would result in an increase in revenues due to existing fees as adjusted for inflationary and other increases in the amount of \$361,060 and further revenue increases as a result of the new user fees in the amount of \$107,220. The resulting increase in revenue would affect the 1994 budget by a reduction of the mill rate by 0.4 %.

BACKGROUND:

As presented in the Overview of the 1994 Budgets at Committee of the Whole, October 26, 1993, one of the approaches of the 1994 Budget is the development of a consolidated user fee listing for all City departments. Both the existing fees and the proposed new fees have been developed as a result of the specific departments reviewing their respective fees. The Schedule of Consolidated User Fees was presented to the Committee of the Whole on October 26, 1993 as part of the planned process for the 1994 Current Budget deliberations, but was tabled and requested that the fees be presented to the respective Standing Committees for approval before coming back in a consolidated report to the Committee of the Whole.

Schedule 1 of the Committee of the Whole Agenda dated October 26, 1993, lists by department the proposed fee increases for 1994 along with comparable rates for 1993, and is further broken down into 1994 Fees For Approval, 1994 New Fees For Approval, and in some instances, 1994 Fees Not Requiring Council Approval. Additionally, some departments have provided a covering letter explaining their rates and fees.

1993 October 27
Kevin Christenson, Secretary
Transport And Environment Committee

Page 2 - continued ...

In some cases other revenue issues will be addressed throughout the 1994 budget process as a result of restructuring plans being developed by departments.

The rates and fees being proposed are staff recommendations, after consideration of the above criteria as well as giving thought to users, "what the market will bear", and any other factors that play a role in the fee structure. It is the belief of Management Team that further in-depth analysis of rates and fees requires staff time that is currently unavailable, and therefore believe that only a consultant can provide a comprehensive analysis of the user fee structure of the City within acceptable time limits, given limited staff resources and competing demands.

It is possible that such a consultant can be retained on a "contingent fee basis" wherein there is no upfront cost to the Corporation but rather a predetermined percentage of any additional revenues would be paid out to the consultant at a future date.

Although departmental user fees are being presented on a consolidated basis with the majority of fees being implemented January 1, 1994, there are some rates and fees such as various Recreational fees that are seasonal and may require staggered implementation dates.

SCHEDULE OF USER FEES AND OTHER REVENUES

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION (1)	USER FEE OR CHARGE		% INCREASE OVER 1993 (4)	EXPLANATION AND/OR COMMENTS (5)	Increase Due to Fee Inc. (6)
	1993 (2)	1994 (3)			
LOCAL ROADS					
1994 FEES FOR APPROVAL :					
1. TRUCK OVERLOAD FEES					
Tractor Trailer	135.00	138.00	2%		
Single Unit Truck	225.00	230.00	2%		

SCHEDULE OF USER FEES AND OTHER REVENUES

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION (1)	USER FEE OR CHARGE		% INCREASE OVER 1993 (4)	EXPLANATION AND/OR COMMENTS (5)	Increase Due to Fee Inc. (6)
	1993 (2)	1994 (3)			

PUBLIC WORKS - STREETS AND SANITATION

1994 FEES FOR APPROVAL :

1. ADMINISTRATION

Administration Fee - fee for work done for Region

cost plus 7%

Administration Fee - Lawyers

16.00

21.00

31%

- administration/processing fee charged to legal firms to verify status of snow - clearing/wood - cutting charges

2. ROADWAY TREE TRIMMING

Tree Trimming & Removal

- Tree trimming (Hamilton Hydro)

33.00

33.00

0%

- Tree Removal (Hamilton Hydro)

127.00

127.00

0%

- Tree trimming/removal for public

cost

cost

Based on contractual arrangement between the City and Hamilton Hydro.

3. BANNER INSTALLATION

215.00

230.05

7%

4. LITTER BY-LAW ENFORCEMENT

Fines - City - maximum

2,000.00

2,000.00

0%

5. Catchbasin Opening (lost item retrieval)
(Note: No fee charged for Police/S.P.C.A.)

20.00

100%

USER FEE PACKAGE: ON-STREET PARKING PERMIT FEES

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed increase in on-street parking permits will result in additional revenues of approximately \$20,000 in 1993 (if implemented immediately) and \$30,000.00 annually thereafter.

BACKGROUND:

At the special City Council meeting of 1993 July 27, the matter of user fees associated with on-street parking permits was referred back for further review. While increased fees have been rejected on previous occasions, the realities of the present economic situation and the trend to user-pay financing merit a review of this situation.

There are presently approximately 650 reserved parking permits and 1200 time limit exemption permits in effect. The monthly charge for on-street parking permits is presently \$1.00 per month for reserved permits and \$2.00 per month for time limit exemption permits.

The rationale for raising these charges is a) that \$1.00 or \$2.00 a month is low compared to other cities, b) that the rates have not been raised since introduction in 1978, and c) that the rates should be high enough to discourage people who have off-street parking and do not need permits from purchasing them, in order to reserve the on-street parking spaces for those who have no alternative parking areas.

A. Comparative Charges in Other Municipalities

A 1992 survey of nine Ontario Municipalities revealed that only Brantford, St. Catharines, Ottawa, Niagara Falls and Toronto have permit systems. The following are the charges for permits in each of these cities.

-	Brantford	=	\$2.00 per month (\$24.00 per year)
-	St. Catharines	=	\$2.08 per month (\$25.00 per year)
-	Ottawa	=	\$42.00 per month or \$20.00 per month depending on the area of the City (\$504.00/\$240.00 per year)
-	Niagara Falls	=	\$12.50 per month (\$150.00 per year)
-	Toronto	=	\$5.00 per month for residents without off-street parking and \$25.00 per month for residents who have off-street parking available (\$60.00/\$300.00 per year)

B. Permit Cost Compared to Inflation

The permit system was introduced in 1978. At that time both types of permits cost \$2.00 per month. In 1986, the cost of the reserved permit was actually reduced to \$1.00 per month. The Consumer Price Index has grown 244% since 1978. Based on the C.P.I., today's permit costs should be almost \$5.00 per month.

HLS/ca

USER FEE PACKAGE: RESIDENTIAL BOULEVARD PARKING

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed residential boulevard parking fee will result in additional revenues of \$88,000 (net) in 1994, \$98,000.00 in 1995 and an amount as indexed in following years.

BACKGROUND:

At the special City Council meeting of 1993 July 27, the matter of user fees associated with on-street parking permits and residential boulevard parking was referred back to the Transport and Environment Committee for further review. While increased fees have been rejected by the Committee on previous occasions, the realities of the present economic situation and the trend to user-pay financing merit a review of this situation.

There are presently approximately 2700 residential boulevard parking agreements in effect. The current annual cost to residents with residential boulevard parking spaces is \$20.00 (\$10.00 for insurance and a \$10.00 billing charge).

There are several rationales for recommending a \$3.00 per month charge for residential boulevard parking. First, it should cost at least as much to rent a portion of the boulevard which is reserved for parking by the abutting homeowner, as it does for a resident to obtain an on-street parking permit which does not necessarily guarantee a parking space in front of the premises. Second, there may be a point of view that the finances of the City should be run on a business-like basis such that assets which are owned by all citizens (road allowances) should be leased at a reasonable rate rather than at no charge. Finally, the cost of running the program of inspecting and approving new and revised parking areas should be recovered in the long term from rental charges.

The Manager of the Real Estate Division of the Property Department has reviewed current residential property values. The value of a residential parking space is calculated to be \$14.00 to \$15.00 per month. While in some cases only a portion of the parking space is on public property, and the value assigned would be lower in those cases, \$3.00 per month is still less than the rental value of the City portion in almost all cases.

HLS/ca

SCHEDULE OF USER FEES AND OTHER REVENUES

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION (1)	USER FEE OR CHARGE		% INCREASE OVER 1993 (4)	EXPLANATION AND/OR COMMENTS (5)	Increase Due to Fee Inc. (6)
	1993 (2)	1994 (3)			
TRAFFIC DEPARTMENT					
1994 FEES FOR APPROVAL :					
1. ADMINISTRATION					
Administration Fee - work done for Region	cost plus 7 %	cost plus 7 %	0%	No fee increases.	
Traffic Counts	1.00	1.00	0%		
- photocopies of counts provided to the public					
- per sheet					
Traffic Manuals	10.00	10.00	0%		
- traffic control manuals issued by the M.T.O. (sold to contractors etc. by Traffic at cost)					
2. TRAFFIC BY-LAW ENFORCEMENT					
ines - City	Early Payment	Set Fine	Early Payment	Set Fine	
- Overtime Parking					
- exceeded paid limit	8.00	12.00	8.00	12.00	0%
- exceeded hour limit	8.00	12.00	8.00	12.00	0%
- Unauthorized Parking					
- Municipal property	20.00	30.00	20.00	30.00	0%
- no valid permit	20.00	30.00	20.00	30.00	0%
- private property	20.00	30.00	20.00	30.00	0%
- improperly parked	20.00	30.00	20.00	30.00	0%
- Parking Prohibited					
- signed area	20.00	30.00	20.00	30.00	0%
- sidewalk	20.00	30.00	20.00	30.00	0%
- boulevard	20.00	30.00	20.00	30.00	0%
- through street	20.00	30.00	20.00	30.00	0%
- heavy vehicle	20.00	30.00	20.00	30.00	0%
- facing wrong way	20.00	30.00	20.00	30.00	0%
- fire route	20.00	30.00	20.00	30.00	0%
- loading zone	20.00	30.00	20.00	30.00	0%
- more than 12' from curb	20.00	30.00	20.00	30.00	0%
- Stopping Prohibited					
- signed area	50.00	75.00	50.00	75.00	0%
- taxi area	50.00	75.00	50.00	75.00	0%
- fire route	50.00	75.00	50.00	75.00	0%
- bus stop	50.00	75.00	50.00	75.00	0%
- commercial vehicle loading zone	50.00	75.00	50.00	75.00	0%

SCHEDULE OF USER FEES AND OTHER REVENUES

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION (1)	USER FEE OR CHARGE		% INCREASE OVER 1993 (4)	EXPLANATION AND/OR COMMENTS (5)	Increase Due to Fee Inc. (6)
	1993 (2)	1994 (3)			
	Early Payment	Set Fine			
TRAFFIC DEPARTMENT					
1994 FEES FOR APPROVAL (continued) :					
2. TRAFFIC BY-LAW ENFORCEMENT					
Fines - City					
- Stopping Prohibited					
- within 20' of crosswalk	50.00	75.00	50.00	75.00	0% No fee increases.
- obstructing driveway	50.00	75.00	50.00	75.00	0% .
- within 10' of hydrant	50.00	75.00	50.00	75.00	0% .
- Snow Route					
- declared snow emergency	35.00	50.00	35.00	50.00	0% .
- Handicapped Space					
- no permit displayed	100.00	150.00	100.00	150.00	0% .
3. RESIDENTIAL BOULEVARD PARKING					
Handling Fee (\$10 goes toward Rec.- Insurance Prem. below)		20.00	20.00		0% .
Application (approved) fee		30.00	30.00		0% .
Recovery- Insurance Premium (see below) - encroachment insurance		10.00	10.00		0% .
4. ON-STREET PARKING					
Meter Fees - meter fees from various districts	0.50 - 1.00	0.50 - 1.00			0% .
On Street Parking Permit Fees					
- per permit (must live on street)	12.00	36.00	36.00		200% Increase fee to \$3.00/month, and increase annually by the C.P.I. (G.S.T. extra).
- time - limit permit (must live in area)	24.00	36.00	36.00		50%
- where there are time - limit restrictions on a particular street					
5. COMMERCIAL BOULEVARD PARKING					
Annual Fees					
- per space or part of a space per year for each of the first two spaces	59.57	60.70	60.70		2% To be increased annually by the C.P.I. G.S.T. extra. (Council approved)
- per space or part of a space per year for each space over two and up to a total of ten spaces	29.79	30.36	30.36		2% To be increased annually by the C.P.I. G.S.T. extra. (Council approved)
Processing Fees - \$10 goes towards Rec.- Insurance Premium below (r - time)	178.73	182.12	182.12		2% To be increased annually by the C.P.I. G.S.T. extra. (Council approved)
					\$650
					\$10

SCHEDULE OF USER FEES AND OTHER REVENUES

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION	USER FEE OR CHARGE		% INCREASE OVER 1993	EXPLANATION AND/OR COMMENTS	Increase Due to Fee Inc.
	1993	1994			
(1)	(2)	(3)	(4)	(5)	(6)
TRAFFIC DEPARTMENT					
1994 FEES FOR APPROVAL (continued) :					
5. COMMERCIAL BOULEVARD PARKING					
Recovery - Insurance Premium (see below) - - encroachment insurance	10.00	10.00	0%	No fee increases.	
6. APPROACH APPROVALS					
Processing Fees	50.00	50.95	2%	To be increased to equal the costs incurred. Increased annually by the C.P.I. (G.S.T. extra) Council approved.	\$30
7. PRIVATE PARKING LOTS					
Processing Fees	47.43	48.33	2%	To be increased annually by the C.P.I. (G.S.T. extra) (Council approved).	\$80
- inspection and administration costs associated with the signing and enforcement of private parking lots					
8. PROSECUTIONS					
Parking - Traffic Court	5.00	5.00	0%	No fee increases.	
- Appeals Court	40.00	40.00	0%	"	
9. STATUS INQUIRIES					
	40.00	40.00	0%	"	
					\$30,770
10. RESIDENTIAL BOULEVARD PARKING					
Annual Rental Fee	-	36.00	100%	New fee. To be increased annually by the C.P.I. (G.S.T. extra)	\$88,000

1994 FEES FOR APPROVAL :



CITY COUNCIL
HAMILTON, CANADA

Alderman Bernie

6.

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 545-8010 - Ward 3

October 26, 1993.

TO: Alderman Henry Merling,
Chairman,
Transport and Environment Committee.

RECEIVED

OCT 27 1993

FROM: Bernie Morelli,
Alderman, Ward 3.

CITY CLERKS

SUBJECT: TRANSPORT AND ENVIRONMENT COMMITTEE MEETING - MONDAY,
NOVEMBER 1, 1993.

Pursuant to today's conversation, could you please arrange to have the following two items placed on the Transport and Environment Committee Agenda for the Monday, November 1, 1993 Meeting:

- 1) Request for a **THREE-WAY STOP CONTROL AT GLENDALE AVENUE NORTH AT BEECHWOOD AVENUE;**
- 2) Request for a **FOUR-WAY STOP CONTROL AT FRANCIS AND DOUGLAS STREETS.**

Thanks.

Bernie Morelli,
Alderman, Ward 3.

BM:dd

c.c. Kevin Christenson - Secretary, Transport and Environment Committee.



THE URBAN MUNICIPAL COLLECTION
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HAMILTON PUBLIC LIBRARY

URBAN/MUNICIPAL
CA4 ON HBL A05
CS1 T6
1993

1993 November 3

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE


Tuesday, 1993 November 9
7:15 o'clock p.m.
Room 233, City Hall

URBAN M

NOV

1993

GOVERNMENT


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DIRECTOR OF TRAFFIC SERVICES

Intersection of Francis Street and Douglas Street - Intersection Control

2. ADJOURNMENT

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 01

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

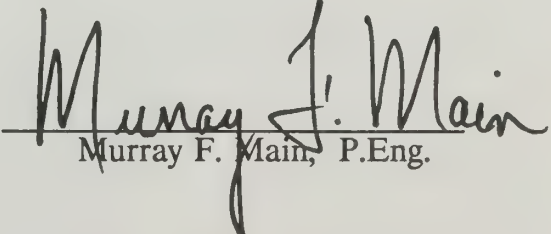
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Francis Street and Douglas Street - Intersection Control. [TEC-279-93]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Francis Street and Douglas Street.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.

BACKGROUND:

Alderman Bernie Morelli has requested that all-way stop control be implemented at the intersection of Francis and Douglas.

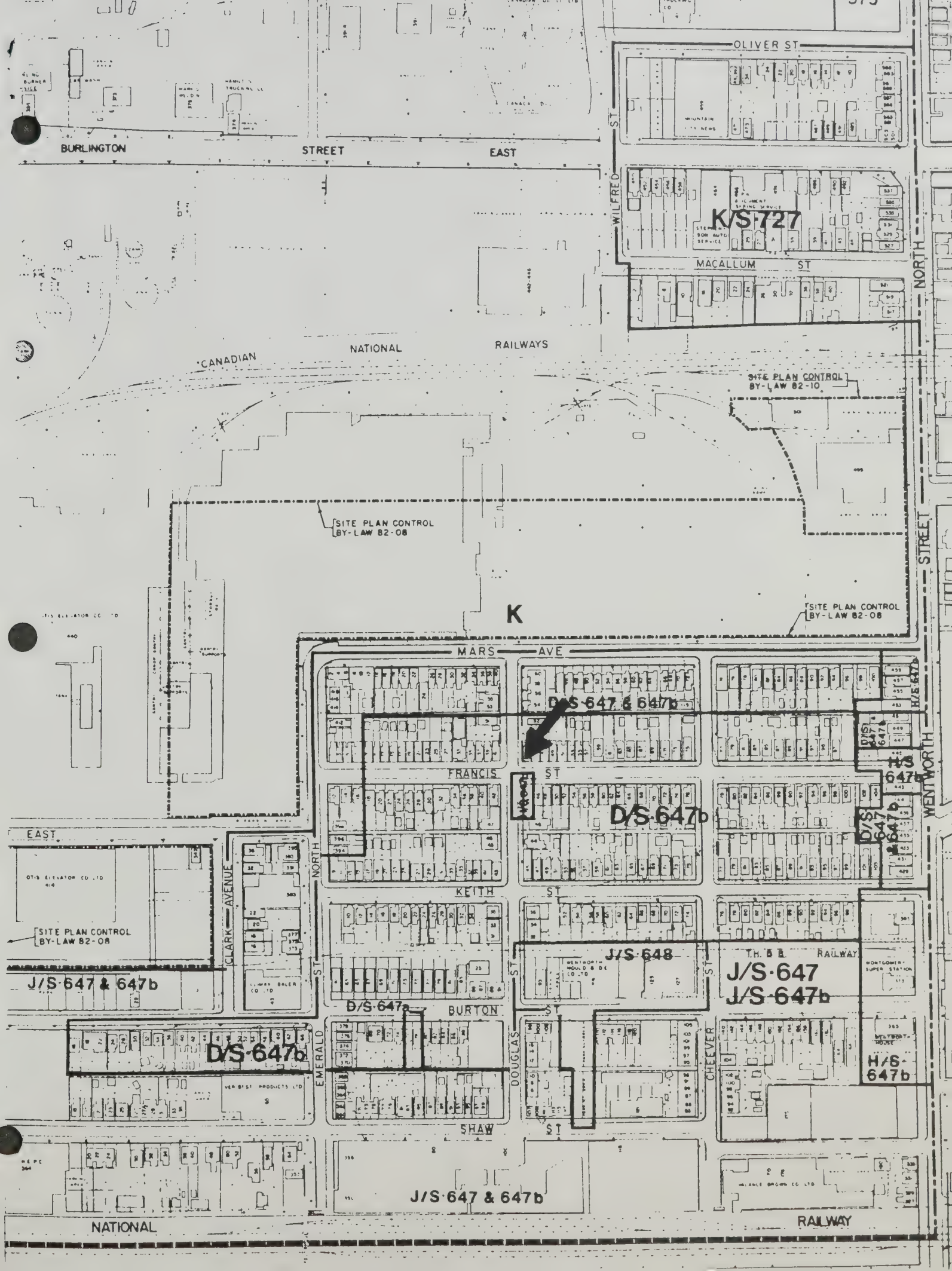
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Douglas is required to stop for eastbound and westbound traffic on Francis. Records indicate that there have been four reported collisions at this intersection in the past eight years. Three of these collisions involved cyclists on Douglas who did not stop for the stop sign or yield the right-of-way to traffic on Francis. The other collision involved two motorists, but was not investigated by the Regional Police at the scene. One other collision which Alderman Morelli referred to at the Committee meeting, occurred on Francis,

approximately 100 feet east of Douglas and involved a pedestrian who ran into the path of an eastbound motorist and this collision could not have been prevented by an all-way stop.

Presently, eastbound and westbound traffic on Francis stops at 3 of the 4 intersections between Wentworth and Emerald, a distance of approximately 35 kilometres (1160 feet). The nearest stops are located 370 feet east of Douglas at Cheever and 380 west of Douglas at Emerald. The Traffic Department would consider an additional stop on this short section of roadway to be over-restrictive and unnecessary.

For the above-reasons, and our general concerns respecting unwarranted all-way stop control, the Traffic Department does not recommend the implementation of four-way stop control at Francis and Douglas.

CVB/MH/ca



BURLINGTON

STREET

EAST

OLIVER ST

WILFRED ST

MACALLUM ST

NORTH

STREET

WENT NORTH

CANADIAN

NATIONAL

RAILWAYS

SITE PLAN CONTROL
BY-LAW 82-08

SITE PLAN CONTROL
BY-LAW 82-10

SITE PLAN CONTROL
BY-LAW 82-08

K

MARS AVE

D/S-647 & 647b

FRANCIS ST

D/S-647b

EAST

J/S-647 & 647b

D/S-647b

D/S-647a

BURTON ST

J/S-648

J/S-647
J/S-647b

H/S-647b

SHAW ST

J/S-647 & 647b

NATIONAL

RAILWAY

CA40NHBL A05
CSIT6
1993



1993 December 3rd


NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1993 December 6th

9:30 o'clock a.m.

Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)
 - (a) By-law to stop-up, close, retain and authorize the sale of parts of Limeridge Road designated as Parts 2 and 3, Plan 62R-11488
 - (b) By-law to stop-up, close, retain and authorize the sale of parts of a Public Walkway, designated as all of Block 43, Plan 62M-575
 - (c) Sale of portions of a closed City alley
 - (d) Proposed Closure of North/South alley east of No. 1 Young Street
 - (e) Walkway - Fonthill Road to Upper Paradise Road
- Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79
 - (f) Development Costs Associated with No. 204 Chesley Street, Mr. Ray Richardson
 - (g) Two Man Sanitation Crews - Canadian Union of Public Employees, Local 5

2. CONSENT AGENDA3. DIRECTOR OF PUBLIC WORKS

- (a) Two Man Sanitation Crews
- (b) Public Works Department - Local Roads Division
1994 - 2003 Capital Budget
- (c) Public Works Department - Streets and Sanitation Division
1994 - 2003 Capital Budget
- (d) Reconstruction Programme, Ofield Road
Lower Horning Road
- (e) Local Improvements Charges for the Construction of
Roads, Curbs, Sidewalks and Alleys

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Movement of PCB's into and out of the City of Hamilton - 1993 (Information Report)
- (b) 1994 - 2003 Capital Budget, Roads Department
- (c) Public Assumption of Alley, Taco Bell Restaurant
- Main Street and Dundurn Street, City of Hamilton

5. DIRECTOR OF TRAFFIC SERVICES

- (a) Response by Traffic Department Parking Control
Section to Enforcement Requests
- (b) Fennell Avenue East and High Street - School Crossing Guard
- (c) Capital Budget Projects - Traffic Department
- (d) Intersection of Bell Manor Street
and Berkindale Drive - Intersection Control
- (e) Availability of Parking at No. 1 Hunter Street East
- (f) 90° Turn in the Roadway where Cheever Street Meets
Birge Avenue - Stop Sign

6. OTHER BUSINESS7. ADJOURNMENT



Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Criteria and report of School Crossing Guards	1992 January 6	Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner of Transportation/ Environmental Services	Report Pending Public Meeting
3.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
4.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
5.	Use of City Vehicles by Foremen	1992 Sept. 29	Director of Public Works	Report Back 1993 Sept.
6.	Three-way Stop - Mount Pleasant Drive and Pearson Avenue	1993 July 19	Director of Traffic Services	Report Back 1994 January
7.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
8.	Brucedale Avenue and East 8th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April
9.	Brucedale Avenue and East 25th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April

Kevin C. Christenson, Secretary
1993 December 6th

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-Law to stop-up, close, retain and authorize the sale of parts of Limeridge Road (as established by By-Law No. 76-264), designated as Parts 2 and 3, on Plan 62R-11488. (R-93-85)

RECOMMENDATION:

- a) That the appropriate By-Law for the closure, retention and sale of a portion of Limeridge Road, designated as Parts 2 and 3, on Plan 62R-11488, be forwarded to City Council for enactment.
- b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

It is the City's intention to sell Part 3, on Plan 62R-11488 to Daniel Paul Cooper and Sherrill Dawn Marie Cooper, as the City no longer requires these lands. Part 2, on Plan 62R-11488 is to be closed and retained by the City to act as a 1' reserve to prevent access onto Limeridge Road.

(Cont'd pg 2)


- Page 2 -

1993 November 25

By-Law to stop-up, close, retain and sell parts of Limeridge Road, designated as Parts 2 and 3, on Plan 62R-11488

BACKGROUND (Cont'd):

We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 301 of the Municipal Act. To date, no objections have been received. Therefore it is necessary to pass this By-Law in order to complete the sale.


cb:HS/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO STOP-UP, CLOSE, RETAIN AND AUTHORIZE THE SALE OF
PARTS OF LIMERIDGE ROAD
AS ESTABLISHED BY BY-LAW NO. 76-264

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item of the Report of the Transport and Environment Committee on 1993 December 6, authorized the City to stop-up, close, retain and sell parts of Limeridge Road, as established by By-Law 76-264, being more particularly described as Parts 2 and 3, Plan 62R-11488;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 301 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of highway described as;

Part of Parcel 3-2, Section Bar.7

Those parts of Lot 3, Concession 7, in the geographic township of Barton, designated as Parts 2 and 3, on Plan 62R-11488.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being Part of the Parcel

Are hereby stopped and closed.

2. That the soil and freehold of that portion of the said closed portion of Limeridge Road described as Part 3, on Plan 62R-11488, be sold to Daniel Paul Cooper and Sherrill Dawn Marie Cooper or their successors in title for the sum of \$1.00 in accordance with the provisions of the agreement dated November 3, 1993, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
3. That the soil and freehold for the remainder of the closed portion of said closed portion being Part 2, on Plan 62R-11488, be retained by the Corporation of the City of Hamilton.

Page 2

By-law 93-

To stop-up, close, retain and authorize the sale of parts of Limeridge Road designated as Parts 2 and 3, on Plan 62R-11488

4. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1993

City Clerk

Mayor

1 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-Law to stop-up, close, retain and authorize the sale of parts of a public walkway, designated as all of Block 43, Plan 62M-575. (R-93-84)

RECOMMENDATION:

- a) That the appropriate By-Law for the closure, retention and sale of a portion of a public walkway, designated as all of Block 43, Plan 62M-575, be forwarded to City Council for enactment.
- b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

- a) The City Council at its meeting on 1993 September 28, adopted Item 27 of the 12th Report of the Transport and Environment Committee, which authorized the City to stop-up, close, retain and sell parts of a public highway being all of Block 43, Plan 62M-575.

- Page 2 -

1993 November 25

By-Law to stop-up, close and sell parts of a public walkway, designated as all of Block 43, on Plan 62M-575

BACKGROUND (Cont'd):

- b) The City Council approved the sale and retention of the stopped and closed parts of Block 43, designated as;
 - i) Part 1, Plan 62R-12594 be sold to Bruce Redford Roussey for the sum of \$1.00 and,
 - ii) Part 2, Plan 62R-12594 be retained by the Corporation of the City of Hamilton.

We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 301 of the Municipal Act. To date, no objections have been received. Therefore it is necessary to pass this By-Law in order to complete the sale.



cb:HS/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO STOP-UP, CLOSE, RETAIN AND AUTHORIZE THE SALE OF
PARTS OF A PUBLIC WALKWAY DESIGNATED AS
ALL OF BLOCK 43, PLAN 62M-575**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 27 of the 12th Report of the Transport and Environment Committee on 1993 September 28, authorized the City to stop-up, close, retain and sell parts of a public walkway, being all of Block 43, on Plan 62M-575, and more particularly described as Parts 1 and 2, on Plan 62R-12594;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 301 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of highway described as;

All of Parcel Public Walkway -1, Section 62M-575

Those parts of Block 43, Plan 62M-575, in the geographic township of Barton, designated as Parts 1 and 2, on Plan 62R-12594.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being All of the Parcel

Are hereby stopped and closed.

2. That the northerly half of Part 1, on Plan 62R-12594, be offered to the owner of #71 Janet Court for the sum of \$1.00.
3. In the event that the owner of #71 Janet Court does not accept the offer within thirty (30) days of the passing of this By-Law, that the soil and freehold in that portion of the said closed walkway described as Part 1, on Plan 62R-12594, be sold to Bruce Redford Roussey or his successor in title for the sum of \$1.00 in accordance with the provisions of the agreement dated August 30, 1993, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

Page 2

By-law 93-

To stop-up, close, retain and authorize the sale of parts of a public walkway designated as all of Block 43, Plan 62M-575

4. That the soil and freehold for the remainder of the closed portion of said Block 43, being Part 2 on Plan 62R-12594, be retained by the Corporation of the City of Hamilton.
5. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1993

City Clerk

Mayor

PUBLIC NOTICE

**TO STOP-UP, CLOSE AND SELL THE WALKWAY BETWEEN JANET COURT
AND EASTGATE COURT**

Notice is hereby given pursuant to Sections 297 and 300 of The Municipal Act R.S.O. 1990, Chapter M.45 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, December 14, 1993 to pass a by-law to stop-up and close of the Janet Court walkway (Block 43 Plan 62M-575) designated as Parts 1 and 2 on Plan 62R-12594, and a By-law to sell Part 1 and to retain Part 2.

To:

Bruce Redford Roussey, thirty days after the enactment and registration of a by-law for the sum of \$1.00 all in accordance with and subject to the terms and conditions of the proposed Agreement.

A plan (62R-12594) showing the lands to be affected and a draft of the proposed by-law may be seen in the Roads Department, 6th Floor, City Hall, Hamilton.

On Monday, December 6, 1993, at 9:30 a.m., City Council through its Transport and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individual as soon as possible:

Mr. K. Christenson Secretary
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

J.J. Schatz
City Clerk
The Corporation of the
City of Hamilton

NOV 2
9
10
23

1(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale of portions of a closed City alley. (R-93-86)

RECOMMENDATION:

- a) That portions of the first alley, south of Barton Street (between Brunswick & Osborne), shown as Parts 1, 2, 4, 5, and 6, on Plan 62R-11618, be sold to three different parties for \$1.00 each.
 - i) Part 1, on Plan 62R-11618 to be sold to G. & C.A. Oikawa,
 - ii) Part 5, on Plan 62R-11618 to be sold to A.C. Geeling,
 - iii) Parts 2, 4 and 6, on Plan 62R-11618 to be sold to M.M. Alderson & S.D.A. Williston.
- b) That the By-Law to carry out the sale of the said lands be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(Cont'd pg 2)

- Page 2 -

1993 November 25

Sale of portions of a closed City alley

BACKGROUND:

The subject alley is owned by the City of Hamilton as the result of an Alley Closure by Judge's Order No. 159226, registered July 16, 1993.

The City Council approved the sale of portions of this Closed Alley by adopting Item 24, 25 and 26, of the 12th Report, of the Transport and Environment Committee on 1993 September 28, for a sum of \$1.00. We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 301 of the Municipal Act. To date, no objections have been received. Therefore it is necessary to pass this By-Law in order to complete the sale.

The Alley is the first alley located south of Barton Street between Brunswick and Osborne.

It is necessary to enact the appropriate By-Law to complete this sale.



cb:HS/KML

Encls.

cc: Mr. F. Angelici, Planning Department

cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

THE SALE OF PORTIONS OF AN ALLEY
CLOSED BY JUDGE'S ORDER NO. 159226 (93)
PARTS 1, 2, 4, 5, AND 6, ON PLAN 62R-11618

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 24, 25 and 26, of the 12th Report of the Transport and Environment Committee on 1993 September 28, authorized the City to sell parts of an alley, being more particularly described as Parts 1, 2, 4, 5 and 6, Plan 62R-11618;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 301 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of alley described as;

Those parts of an alley lying south of Lots 221, 222 and 223, in the block bounded by Brunswick, Barton, Osborne and Melvin, Registered Plan No. 593, designated as Parts 1, 2, 4, 5 and 6, on Plan 62R-11618.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Were closed by Judge's Order No. 159226 (93)

2. That the soil and freehold of the said closed portion of an alley, designated as Part 1, on Plan 62R-11618, be sold to Grant Oikawa and Carol Anne Oikawa or their successors in title for the sum of \$1.00 in accordance with the provisions of the agreement dated August 17, 1993, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
3. That the soil and freehold of the said closed portions of an alley, designated as being Part 5, on Plan 62R-11618, be sold to Anne Callen Geeling or her successor in title for the sum of \$1.00 in accordance with the agreement dated August 17, 1993, subject to the highway closures and sale purchases in the Registry Act and the Municipal Act.
4. That the soil and freehold of the said closed portions of an alley, designated as Parts 2, 4 and 6, on Plan 62R-11618, be sold to Michelle Marie Alderson and Sherry Dawn Alderson Williston or their successor in title for the sum of \$1.00 in accordance with the provisions of the agreement dated August 13, 1993, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

Page 2

By-law 93-

The sale of portions of an alley closed by Judge's Order No. 159226 (93), Parts 1, 2, 4, 5, and 6, on Plan 62R-11618

5. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1993

City Clerk

Mayor

1(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 11
T103 03 (306) J. K. Clairmont

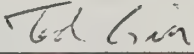
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure of North/South Alley east of
#1 Young Street (R-93-80)

RECOMMENDATION:

- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the assumed north/south alley east of #1 Young Street;
- ii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- iii) That the applicant prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed alley is to be disposed of;
- iv) That the applicant provide an easement to Bell Canada for the existing aerial cable in the proposed closure area;
- v) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Continued ...

-Page 2 -
November 11, 1993

Alley east of #1 Young Street

Continued ...

BACKGROUND:

A request has been received from T. L. Winchie, solicitor for the owner of #1 Young Street, to close the north/south alley east of the Medical Arts building at #1 Young Street.

The applicant is the owner of Part Parts 1, 2, 5 & 6 on Plan 62R-12633. Part 7 being the alley is effectively land locked and the applicant would therefore like to have the alley closed. P. Barnett in Trust is the owner of the lands to the north and has notified this Department that he is in support of the applicant's request for closure of the alley.

Notification has been sent to the affected area residents, municipal departments and utility companies and the following is a summary of their responses:

Area Residents:

Total number notified: 495

In Favour: 27, Opposed: 10, No Comment: 17, No Response: 441

Two of the opposed stated that insufficient information concerning the closure was provided for them to make a decision. As is our policy, the area residents have been notified of the Committee meeting and advised that they can and voice any opposition to the application at that time.

Two respondents believed access to the steps leading to the IGA on James Street would be blocked as a result of the closure. However, access to the steps will not be denied as the applicant has assured this Department that access to the steps will remain.

Four negative responses to the closure were concerned with the loss of the taxi stand located in the subject alley. This Department notified the Taxi Advisory Board of the proposed closure and they have been assured by the applicant that their present taxi location will not be affected. The City Clerks Department has informed this Department that should the situation change in the future provision will be made to accommodate the taxi station on Young Street.

The remaining two respondents in opposition did not state a reason.

Continued ...

-Page 3 -

November 11, 1993

Alley east of #1 Young Street

Continued....

Utility companies:

No objections were received, however, Bell Canada has stated that an easement agreement from the applicant will be required for aerial cable in the subject closure area.

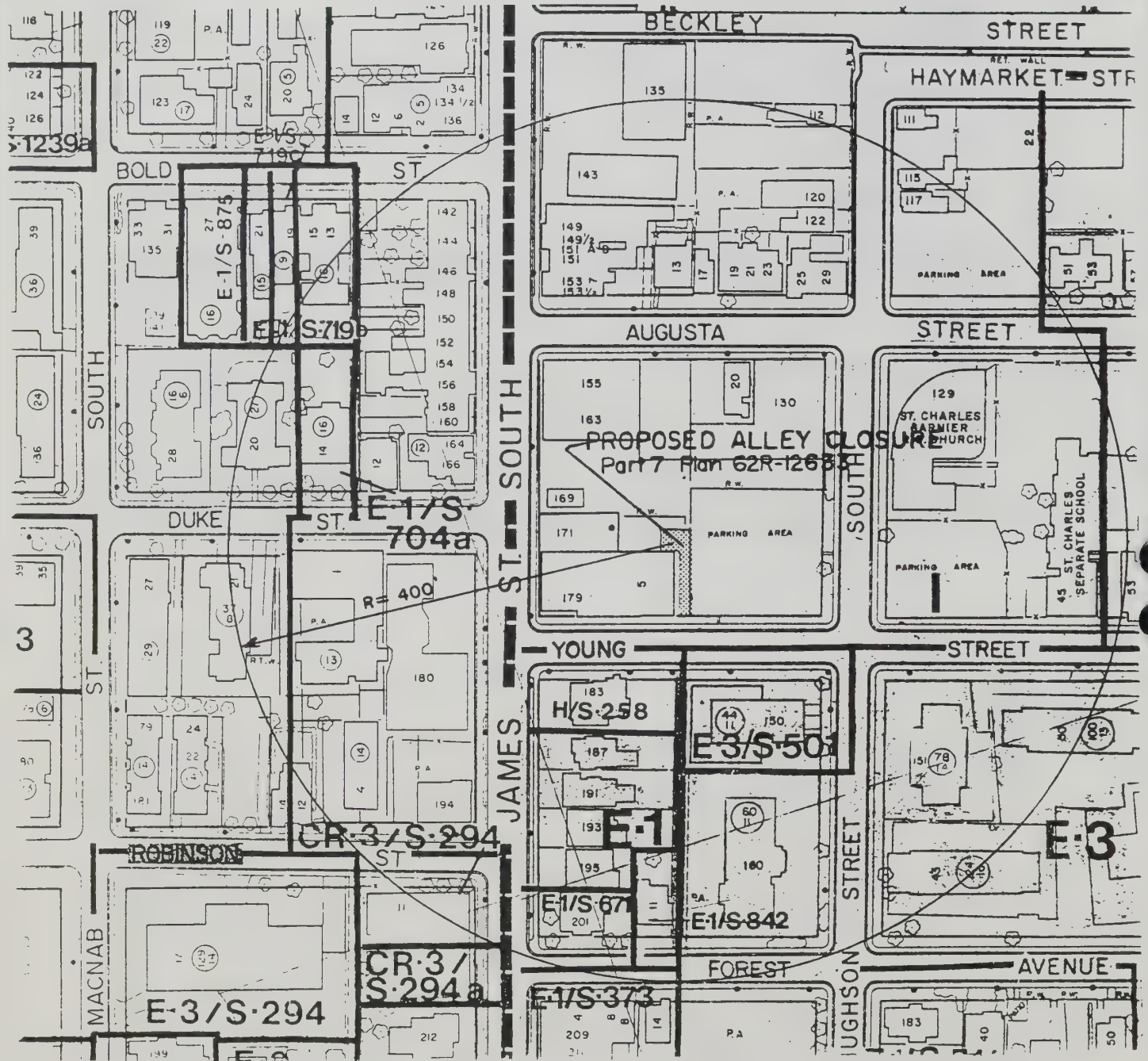
Municipal Departments:

No objections

Since there have been no municipal or utility company objections received and since the concerns of the area residents will be addressed with regard to access to James Street and as the taxi stand location will remain, this Department is in favour of the request.

 JKC:

cc: Alderman Wm. McCulloch
cc: Alderman V. Agro
cc: M. Watson Property Department (Real Estate)
cc: D. Powers, Law Department



LOCATION PLAN FOR PROPOSED ALLEY CLOSURE

LEGEND



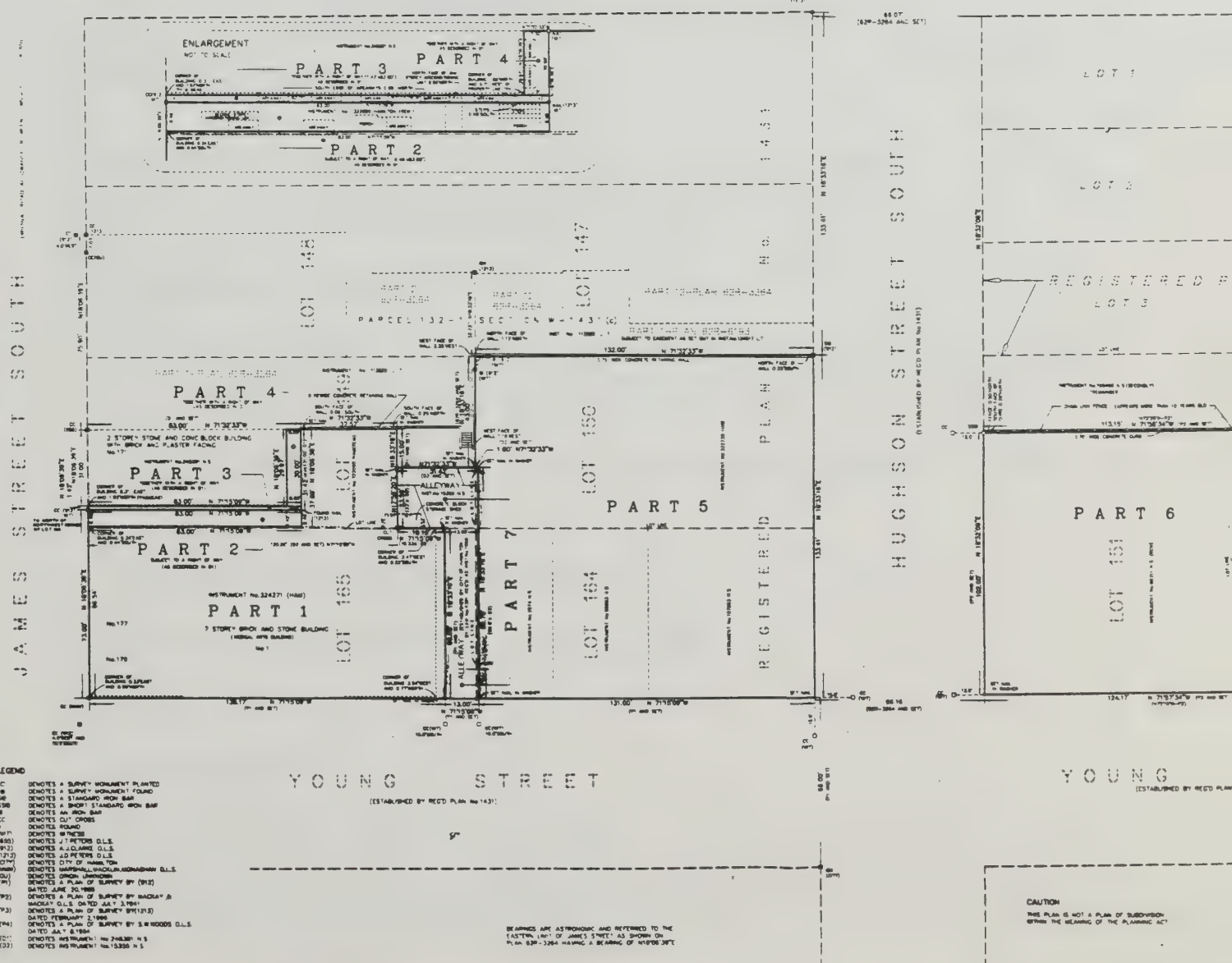
PROPOSED ALLEY CLOSURE



CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
WATER
A J CLARKE OLS
1993

AUGUSTA

S T R E E T



CITY OF HAMILTON

- RECOMMENDATION -

1(e)

DATE: 1993 November 26

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

NOV 26 1993

SUBJECT: Walkway - Fonthill Road to Upper Paradise Road -
Fessenden Neighbourhood, Wentworth Condominium
Corporation No. 79 (PW93.1024)

CITY CLERKS

RECOMMENDATION:

- (a) That the walkway located on private property belonging to Wentworth Condominium Corporation No. 79 running from Fonthill Road to Upper Paradise Road in the Fessenden Neighbourhood not be acquired by the City as a public walkway.
- (b) That the Planning and Development Committee be advised of this recommendation.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The walkway, as shown on the attached plan, is owned and maintained by Wentworth Condominium Corporation No. 79. The walkway is approximately 1.5 m wide, has a wooden fence on each side and patio stones 0.7 m square along its length for a walking surface. The Condominium Corporation provided the City an opportunity to obtain an additional 1.5 m of their property to allow for better maintenance of the walkway.

Union Gas has a pipeline within the limits of the walkway and have a right in perpetuity to enter the property to repair the line if necessary.

The walkway was established as part of the development agreement when the lands were rezoned. In 1988, the Condominium Corporation asked the City to assume the walkway due to the escalating maintenance costs.

The Public Works Department was opposed to the City assuming the walkway for the following reasons:

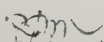
1. ongoing maintenance and liability costs associated with a public walkway
2. existing fence and walking surface requires upgrading at a cost estimated at \$10,000
3. present walkway width of 1.5 m is too narrow for snow clearing operations and would have to be a minimum 3.0 m wide
4. the alternate route for pedestrians does not pose a serious hardship

On September 16, 1993, a public meeting was held by the Planning & Development Department to discuss the walkway. The meeting was attended by both Ward Aldermen, staff from the Planning and Development Department and fourteen residents. The following points were raised by the residents:

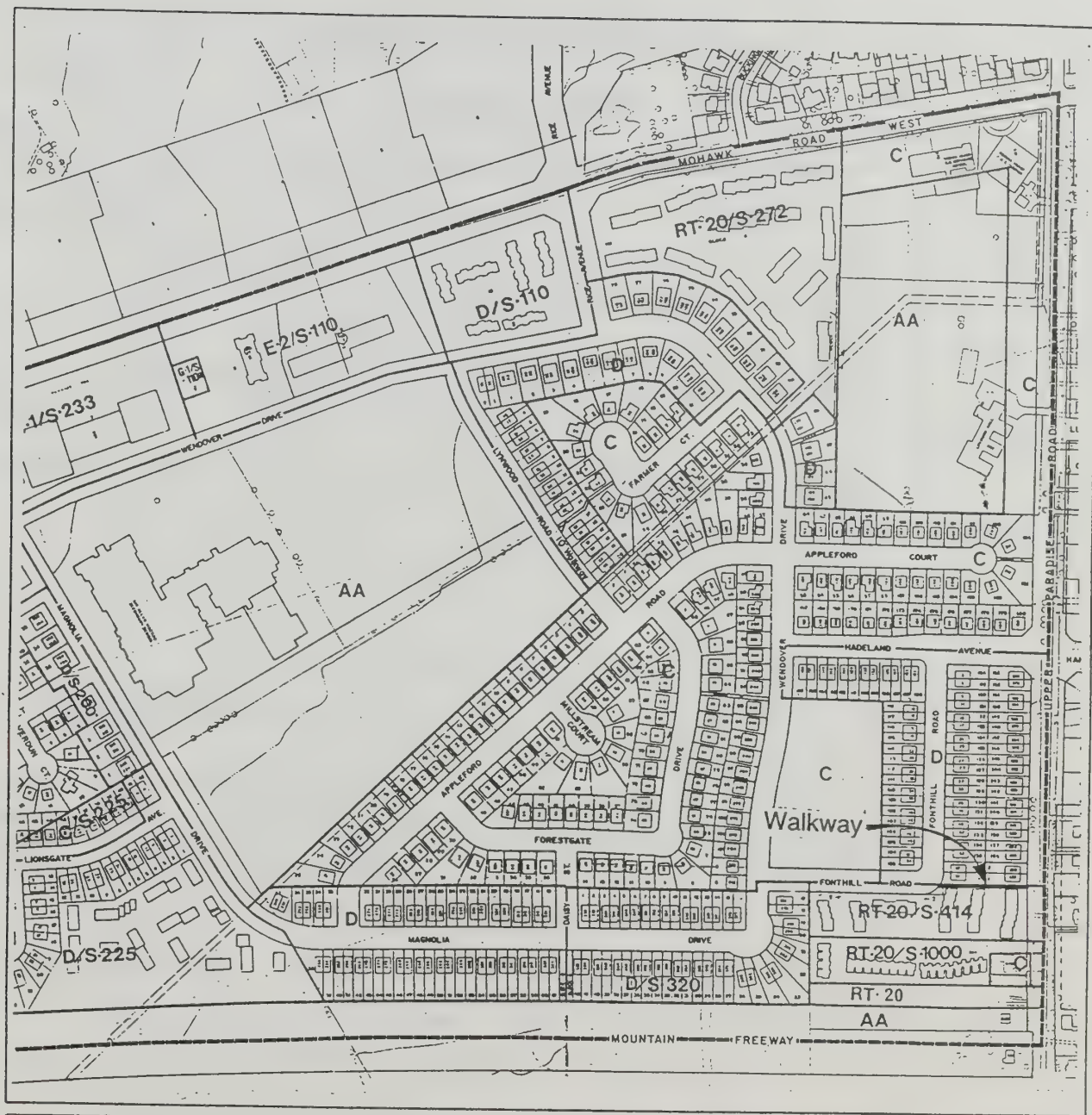
1. there has not been adequate snow removal
2. too far to walk to Upper Paradise Road via Fonthill Road and Hadeland Avenue for physically disabled people
3. walkway is currently used by students walking to and from Sir Allan MacNab Secondary School and residents along Upper Paradise Road wishing to take children to the park located at the corner of Fonthill Road and Wendover Drive
4. an H.S.R. bus stop is located on Upper Paradise Road at the walkway entrance
5. a school bus stop is located on Fonthill Road near the walkway entrance
6. the adjacent property owners are concerned about theft, privacy, garbage caught between fences and garbage thrown into their yards

Most of the residents present were generally in favour of keeping the walkway open, provided the width could be increased and the appearance of the walkway could be improved. However, the residents in homes adjacent to the walkway would ideally like it closed. Failing closure, improvements such as better fencing and grading should be undertaken.

Subsequent to the public meeting, the Condominium Corporation has advised the City Property Department that they are not willing to transfer the walkway property to the City if they have to continue to maintain the walkway. As a result of the potential liability and the costs to bring the walkway up to City standards, the Condominium Corporation is not in a position at this time to enter into an agreement with the City to transfer the property and will be considering the possibility of closing the walkway. There is no legal requirement for the Condominium Corporation to keep the walkway open.


RPM/jdh
Attach.

c.c. V. J. Abraham, Director, Local Planning Division
c.c. Alderman D. Ross, Ward 8
c.c. D. W. Vyce, Director of Property



Fessenden Neighbourhood

Legend

- Neighbourhood Boundary
- Zoning Boundary

APPENDIX "A"

Walkway



Planning and Development Department
Hamilton-Wentworth Region

CITY CLERK'S DEPARTMENT

RECEIVED

MEMORANDUM

NOV 04 1993

CITY CLERKS

TO: Kevin Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Tina Agnello, Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: **POTENTIAL CLOSURE OF THE
WALKWAY BETWEEN FONTHILL ROAD
AND UPPER PARADISE ROAD
- FESSENDEN NEIGHBOURHOOD**

DATE: 1993 November 4

The Planning and Development Committee at its meeting of 1993 November 3 approved a recommendation of the Commissioner of Planning and Development as follows:

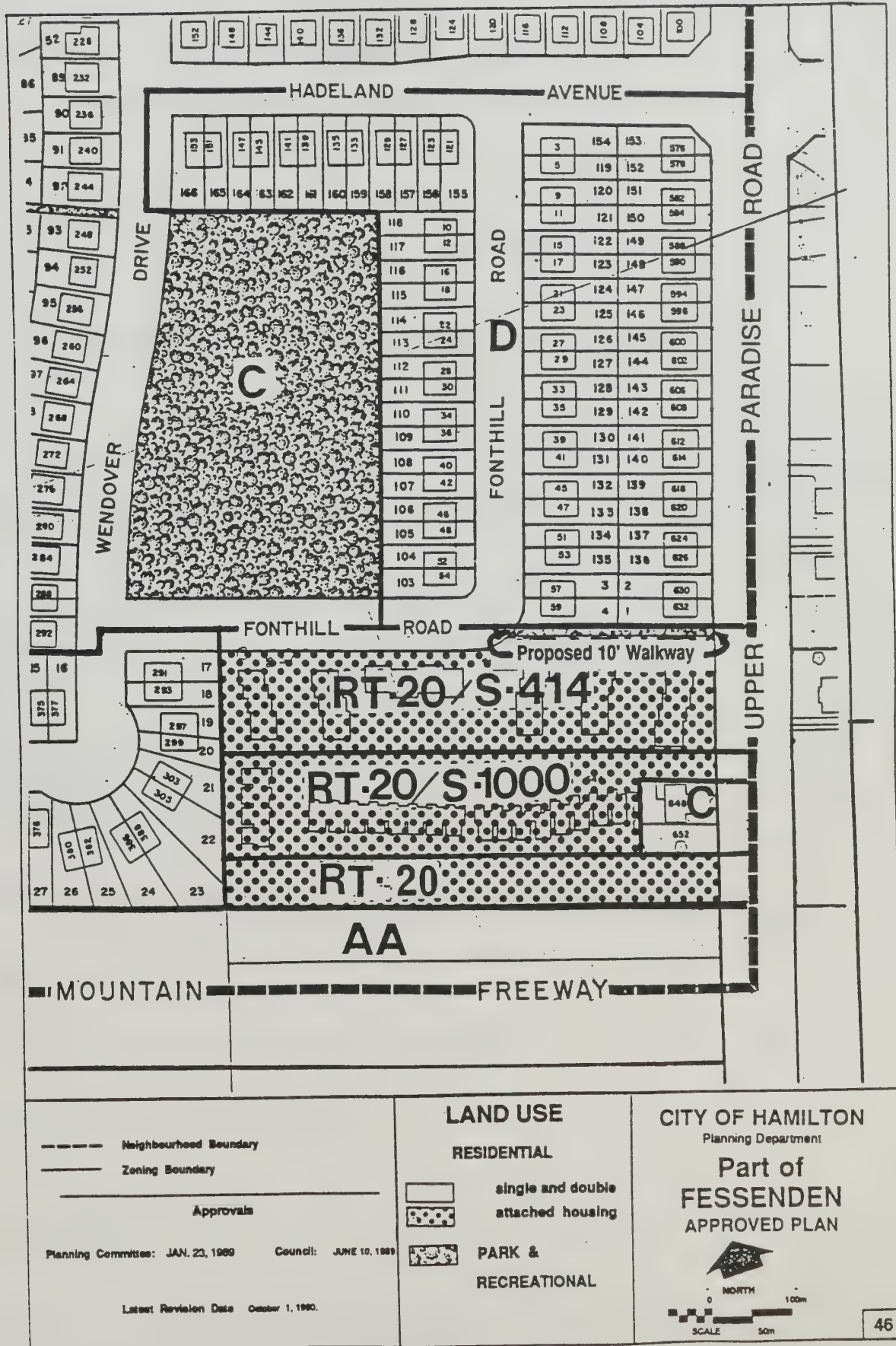
- (a) That the walkway located between Fonthill Road and Upper Paradise Road in the Fessenden Neighbourhood be identified as a public walkway on the approved Fessenden Neighbourhood Plan as shown on the attached Appendix "A" subject to the Transport and Environmental Committee approving the acquisition of the walkway.
- (b) That the issue of assuming the walkway be referred to the Transport and Environment Committee for implementation.

Kindly bring this before the Transport and Environment Committee for its consideration.

Tina Agnello/ff.

Attach.

cc: J. D. Thoms, Commissioner of Planning and Development
V. Abraham, Director of Local Planning, Planning Department





Kevin Christenson

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

NOTICE OF MEETING

THE TRANSPORT AND ENVIRONMENT COMMITTEE

WILL CONSIDER

**THE ACQUISITION OF THE WALKWAY LOCATED BETWEEN
FONTHILL ROAD AND UPPER PARADISE ROAD, FESSENDEN NEIGHBOURHOOD**

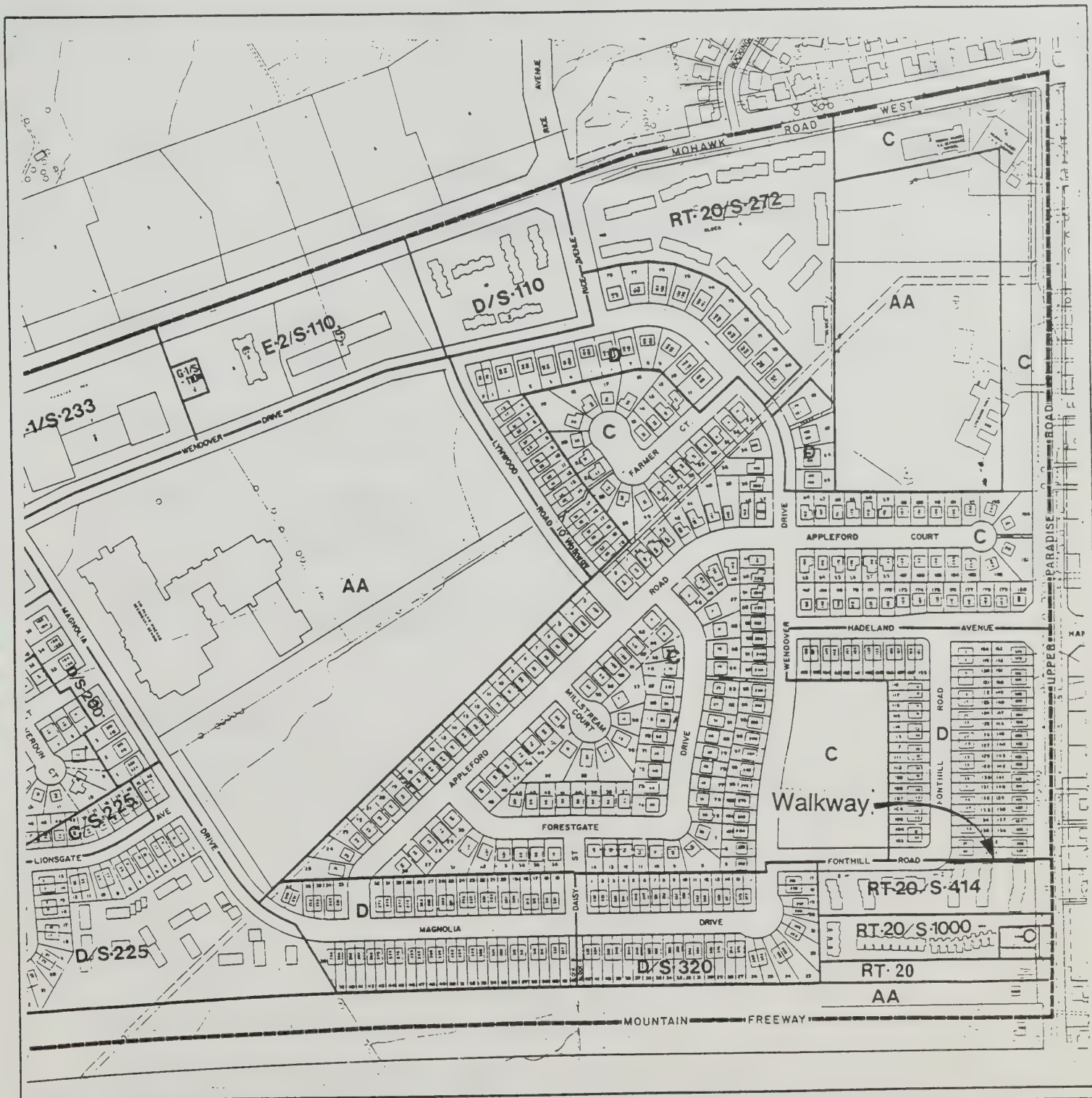
DATE: December 6, 1993

TIME: 9:30 a.m.

PLACE: Room 233, City Hall

The Transport and Environment Committee will be considering the Public Works Department's recommendations on whether or not to acquire the above-noted walkway (see map on reverse). You are invited to attend this meeting at which time your comments or concerns may be expressed prior to the Committee's decision.

If you are unable to attend this meeting and wish to submit comments in writing, please contact Kevin Christenson at 546-2728.



Fessenden Neighbourhood

Legend

- Neighbourhood Boundary
- Zoning Boundary.



Planning and Development Department
Hamilton-Wentworth Region

1(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 29
S707-73, M.J. Inrig


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-82)

RECOMMENDATION:

That Council direct staff to follow existing procedures and current cost recovery policies be utilized for proposed development of lands adjacent to Harbottle Court.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton has "front-ended" the cost of providing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision. If these costs are not recovered from future benefitting developments, these costs will be borne by the tax base.

BACKGROUND:

This report is further to the report to the Transportation and Environment Committee, dated August 11, 1993. Since that time, a meeting was held with Mr. Richardson (land

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

owner at 204 Chesley Street), Alderman Don Ross (Ward 8) and Eugene Chajka, P.Eng (Manager of Development, Roads Department) to review the costs associated with development of the subject lands. The costs can be broken down into the following categories and are shown below for a single lot with a 50 foot (15.24 metre) frontage:

1. Servicing Costs:

- (a) City Services (above ground services on Harbottle Court)
\$290.00/metre x 15.24 metres = \$ 4,419.60
- (b) Regional Services(sewers and watermains)
\$714.62/metre x 15.24 metres = \$ 5,470.70
- (c) Private Sewer and Water Service Connection
\$ 1,858.22 per lot = \$ 1,858.22

Total Servicing Cost Recovery per lot \$ 11,748.52

2. Development Charges:

- (a) City Development Charge
\$ 1,723.20 per lot = \$ 1,723.20
- (b) Regional Development Charge
\$ 5,408.00 per lot = \$ 5,408.00
- (c) Cash in lieu of parkland dedication
(based on lot value of \$60,000.00 each)
5% of \$60,000.00 per lot = \$ 3,000.00

Total Development Charges per lot \$ 10,131.20

TOTAL MUNICIPAL CHARGES PER LOT \$ 21,879.72

As a comparison, the equivalent municipal charges payable for each lot in the Harbottle Estates Subdivision, immediately to the west of the subject lands, averaged \$ 24,765.41.

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd...

In addition to the Servicing and Development Charges, repayment to the City for the acquisition cost of land is required as follows:

- | | |
|--|----------------------|
| (a) Land Cost Recovery for one half the width
of Harbottle Court road allowance | |
| \$ 714.62/metre x 15.24 metres | = \$ 10,890.81 |
| (b) Sale by the City of remnant strip along
flankage of #204 Chesley Street (2.847m in width) | |
| \$ 101.34/metre x 15.24 metres | = <u>\$ 1,544.57</u> |
| Total Land Cost Recovery per lot | \$ 12,435.38 |

The value of the road allowances dedicated by developers of subdivisions would be similar to the market value shown for one half of the road width, (ie. \$10,890 per lot). The proposed lots are not at the corner, but at a mid-block location, and therefore, no additional costs are borne for flankage charges.

In order to provide a more suitable lot depth and to have the proposed lots abut Harbottle Court, (the property does **not** abut Harbottle Court at present), it is necessary for the owner to purchase City property. The market value suggested by the Real Estate Department is \$1,544.57 per lot, for the strip measuring 2.847m x 15.24m.

In conclusion, the servicing costs of the proposed lots at the rear of 204 Chesley Street are similar to costs of other similar developments in the area. Thus, there are no extenuating circumstances which warrant a reduction in the cost recovery under current policies.

EPC
Attach:

LEGEND:



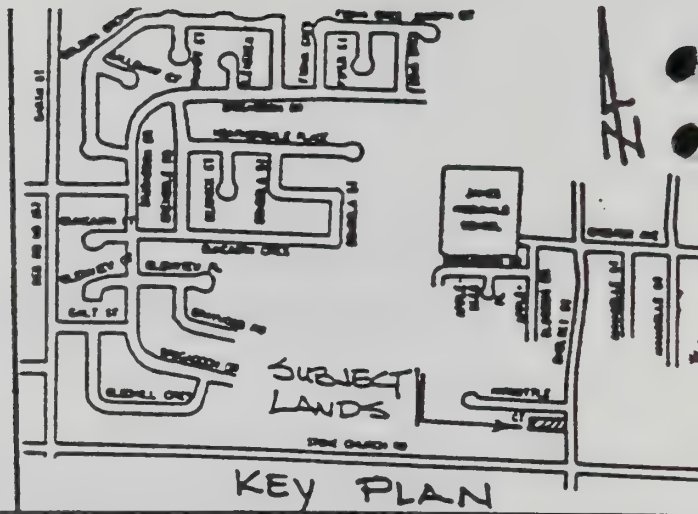
HARBOTTLE COURT ROAD ALLOWANCE



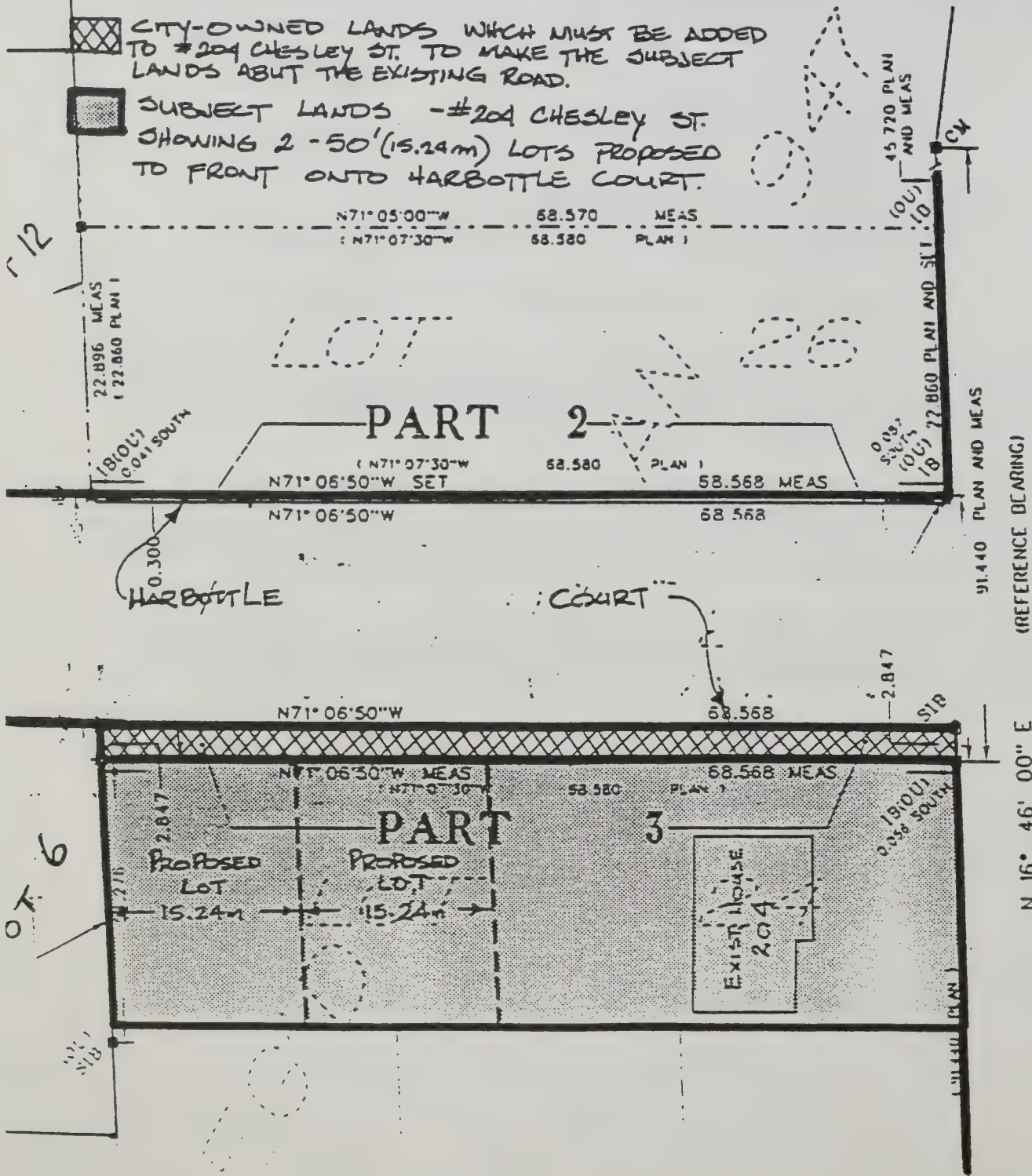
CITY-OWNED LANDS WHICH MUST BE ADDED TO #204 CHESLEY ST. TO MAKE THE SUBJECT LANDS ABUT THE EXISTING ROAD.



SUBJECT LANDS - #204 CHESLEY ST. SHOWING 2 - 50' (15.24m) LOTS PROPOSED TO FRONT ONTO HARBOTTLE COURT.



KEY PLAN



CHESLEY STREET

(BY REGISTERED PLAN 947)



**City of
HAMILTON**

BUILDING DEPARTMENT

71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (416) 546-2720 / Fax (416) 546-2764

FILE: Property
ATTENTION OF: L.C. King
TELEPHONE NO: (416) 546-4655

1993 July 28

Mr. K. Christenson
Transport and Environment Committee
c/o City Clerks Department

Re: 204 CHESLEY STREET

Dear Sir:

RECEIVED

JUL 30 1993

CITY CLERKS

Please find attached a copy of Mr. Richardson's letter dated July 1993.

Mr. Richardson has indicated to Alderman Ross and myself that he wishes to have this matter placed on the agenda of the next Transport and Environment Committee. Mr. Richardson also indicated that based on his costs as well as the City and Regional costs involved for both servicing and development charges that it is not possible for him to proceed with severing the lots.

A copy of this letter is being forwarded to Mr. Aston in the Regional Engineering Department in order that he may draft a report to the Committee dealing with the specific servicing costs involved.

Mr. Richardson would like to appear before the Committee.

Thanking you for your assistance in this matter.

Yours truly,

L.C. KING, P.Eng.
Building Commissioner

LCK\hmp

cc Alderman D. Ross

cc J. Aston, Director of Programming
and Development, Roads Department

cc R. Richardson



1993 July

R. Richardson
204 Chesley St
Hamilton
575-9864

OWNERS COSTS

Based on severance of TWO lots assuming VALUE/LOT \$60,000.00

	PER 1 LOT	PER 2 LOTS
SURVEY COST	\$ 600.00	\$1,200.00
LAND SEVERANCE FEES	\$2,000.00	\$4,000.00
LAWYERS FEES	\$3,000.00	\$6,000.00
REAL ESTATE FEES	\$4,000.00	\$8,000.00
LAND TRANSFER TAXES	\$ 300.00	\$ 600.00
CARRYING COST LOAN	\$5,000.00 + \$700 Legal Fee	<u>\$5,700.00</u>
		TOTAL \$25,500.00
		CITY & REG COST <u>\$127,196.00</u>
		TOTAL <u>\$152,696.00</u> =====

Yours truly,

R. Richardson

cc. Alderman D. Ross
Mr. L. King, Building Commissioner
Mr. G. S. Aston, P. Eng Dir. of Prog. & Dev.

CITY OF HAMILTON	
DEPARTMENT OF BUILDINGS	
JUL 22 1993	
REC. BY <u>JA</u>	DATE _____
REF'D TO <u>en</u>	DATE _____
REF'D TO _____	DATE _____
REF'D TO _____	DATE _____

R. RICHARDSON
204 CHESLEY STREET

Attached for your information is a report from the Regional Engineering Department dated February 5, 1991 and the following is a breakdown of the above noted costs.

Region charges (watermains, storm and sanitary sewers, including private drains and water service connections on Harbottle Court	Revised <u>July 13, 1992</u>	\$24,024.00
One half of the road allowance (report attached)		\$49,000.00
City of Hamilton Above ground works on Harbottle Court (\$325/M) x 68.58 M		\$22,262.50
Development charges -- City (\$2,872.00 x 2) (\$1,723.00 x 2)	<u>Rev 3,446.40</u>	\$ 5,744.00
Development charges -- Region (\$7,474.00 x 2) (\$5,252.00 x 2)	<u>Rev 10,504.00</u>	\$14,948.00
5% Land Dedication Assuming \$60,000.00/lot minus development charges (\$2,480.00 x 2)		<u>\$ 4,960.00</u>
		<u>\$134,438.00</u>
	REV	<u>\$127,196.00</u>

CITY OF HAMILTON
- INFORMATION -

DATE: 1993 August 11
S707-73, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

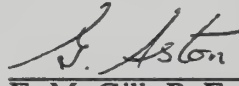

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-62)

RECEIVED

AUG 16 1993

CITY CLERKS

per: 
E. M. Gill, P. Eng.


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See attached Schedules "A" and "B".

BACKGROUND:

In order to implement the approved road pattern for the Gourley Planning Neighborhood, the City of Hamilton purchased Lot 25, Registered Plan 947, at market value. Acquisition of Lot 25 would provide a roadway connection between Chesley Street to the east and the undeveloped interior lands to the west. However the width of Lot 25 was 2.847 metres greater than the width of a standard local road allowance.

On 1989 October 10, City Council approved a proposed draft plan of subdivision for the interior lands west of Chesley Street known as "Harbottle Estates". The plan proposed to establish an east/west road through Lot 25 to the lands of the subdivision with six lots on the north and six lots on the south side of the road. In order to provide equal lot depth, more or less, between the lots on the north and south side of the street the road allowance (Harbottle Court) was located to the most northerly limit of Lot 25. Thus a 2.847 metre strip of remnant land remained between the road allowance for Harbottle Court and the flankage of 204 Chesley Street which would provide sufficient lot depth for the severed lots at 204.

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

Through the development of "Harbottle Estates - Phase 1", Harbottle Court was constructed from Chesley Street to the west limit of the subdivision. The City cost shared for one half of the above ground municipal servicing costs along the flankage of 204 Chesley Street (68.568 metres). As the developer for "Harbottle Estates - Phase 1" owned the property on the north side of Lot 25 (Harbottle Court) they paid the servicing costs on their side of the road and the City recovered land costs for one half the width of the road allowance. Under the Region's Subdivision Agreement the developer for "Harbottle Estates - Phase 1" paid the full cost of under ground servicing on Harbottle Court. Provision was made under Schedule "D-2" of the agreement (Region's "Best Efforts" Obligation) to recover the cost of under ground municipal works along the flankage of 204 Chesley Street when the lands are developed.

All cost sharing arrangements and cost recoveries for both the City and Region are in accordance with standard cost sharing policies for normal subdivision development.

Development costs for the subject property have been shown on two schedules, attached. The first schedule ("A") shows the total costs to be recovered along the full flankage (68.568m) in the event that all the lands at 204 Chesley Street were severed and developed. In this case it is assumed that the existing house would be demolished and in accordance with a "C" zoning designation the property could be severed into five lots (each 13.713 metres) under two severance applications.

The second schedule ("B") is based on Mr. Richardson's letter in which he is proposing to create two lots of 15.24 metres each fronting on Harbottle Court. In this case the existing residence remains on the retained parcel. As it is policy for both the City and Region to recover development costs only on the severed portions of a property, Schedule "B" shows the costs which pertain to the frontage (30.48m) of the two severed lots.

Once the land severance is complete, the applicant would incur the following costs at the Building Permit stage of development.

City Development Charge -	\$ 1,723.20 per lot
Regional Development Charge -	\$ 5,408.00 per lot
Cash in lieu of parkland dedication (based on lot value of \$60,000.00 each)	
5% of \$60,000.00 =	\$ 3,000.00 per lot

MJ: MJJ:

SCHEDULE "A"

204 CHESLEY STREET
COST RECOVERIES
BASED ON FULL FLANKAGE 68.568m

LAND SEVERANCE APPLICATION FEE \$ 1,400.00 (A)

CITY OF HAMILTON

Above ground servicing costs
(roadway asphalt, sidewalks &
curbs, street lighting, catch
basins and connections) \$290.00/metre x 68.568metres = \$19,885.00

Land costs for one half the
width of the road allowance
for Harbottle Court \$49,000.00

Land cost for remnant strip
along flankage of
204 Chesley Street \$ 6,950.00

Sub-Total \$75,835.00 (B)

REGION OF HAMILTON-WENTWORTH

Storm & Sanitary Sewers \$11,475.00

Watermains \$ 5,654.00

5 Private Drain Connections @ \$1,728.00 each \$ 8,640.00

5 Private Water Service Connections @ \$576.00 each \$ 2,880.00

Sub Total \$28,649.00 (C)

Total A + B + C = \$105,884.00

SCHEDULE "B"

204 CHESLEY STREET
COST RECOVERIES
BASED ON FRONTAGE OF TWO SEVERED LOTS 30.48m

LAND SEVERANCE APPLICATION FEE \$ 700.00 (A)

CITY OF HAMILTON

Above ground servicing costs
(roadway asphalt, sidewalks &
curbs, street lighting, catch
basins and connections) \$290.00/metre x 30.48metres = \$ 8,839.00

Land costs for one half the
width of the road allowance
for Harbottle Court \$21,781.00

Land cost for remnant strip
along flankage of
204 Chesley Street \$ 3,089.00

Sub-Total \$33,709.00 (B)

REGION OF HAMILTON-WENTWORTH

Storm & Sanitary Sewers \$ 5,092.00

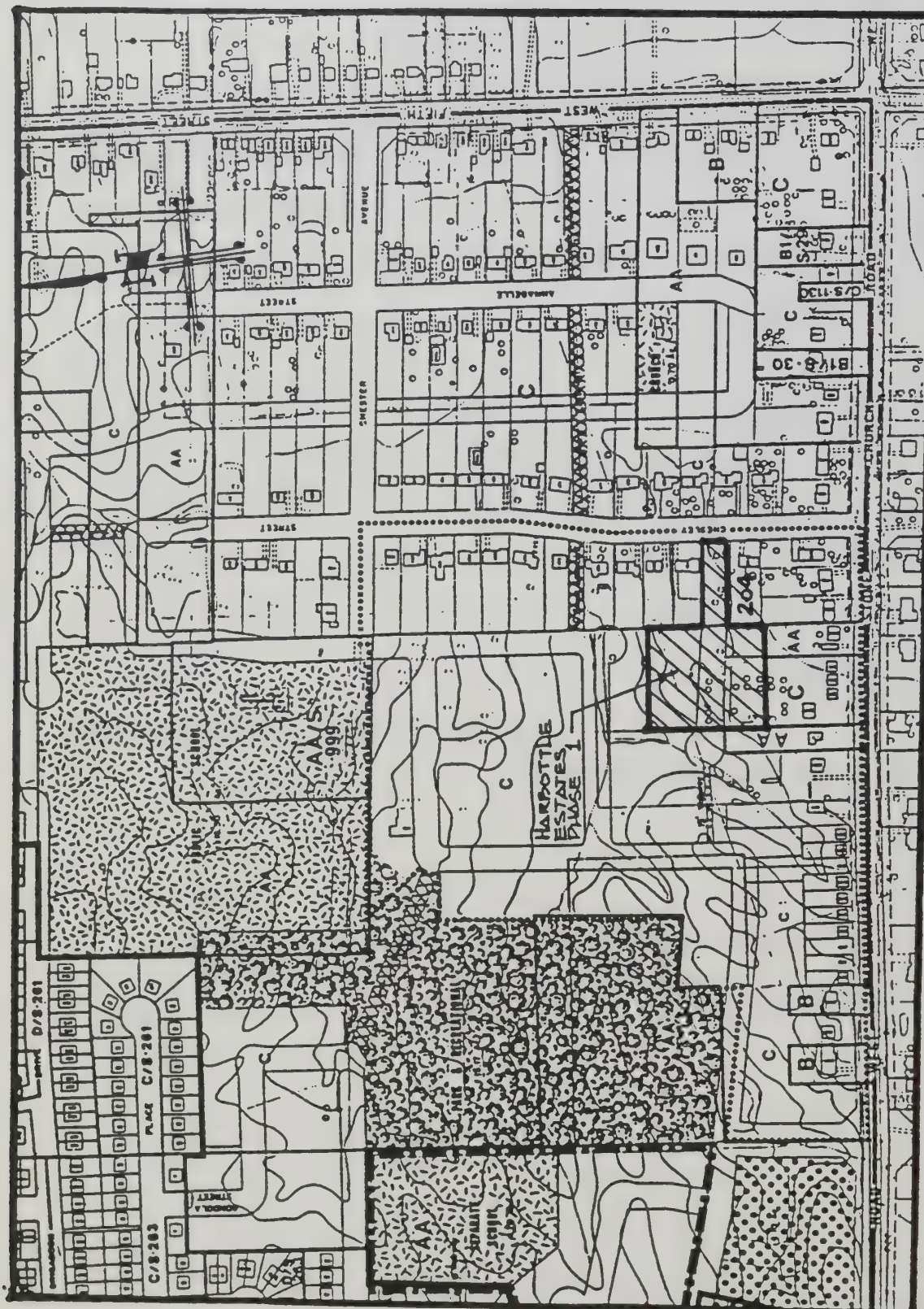
Watermains \$ 2,513.00

2 Private Drain Connections @ \$1,728.00 each \$ 3,456.00

2 Private Waterservice Connections @ \$576.00 each \$ 1,152.00

Sub Total \$12,213.00 (C)

Total A + B + C = \$46,622.00



KEY PLAN

N.T.S.

APPROVED PLAN

GOURLEY



CITY COUNCIL
HAMILTON, CANADA

Alderman Don Ross

Chairman - Economic Development & Planning
Chairman - Finance & Administration

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 387-1842 - Ward 8

August 23, 1993.

TO: Kevin Christenson,
Secretary,
Transport & Environment Committee.

FROM: Don Ross,
Alderman, Ward 8.

SUBJECT: 204 CHESLEY STREET.

RECEIVED

AUG 25 1993

CITY CLERKS

Could you please get in touch with **Mr. Ray Richardson** (Phone 575-9864) to arrange for him to appear at the next Transport and Environment Committee Meeting.

Please arrange to have all the information at your disposal so that we can fight the battle!

Thanks.

Don Ross,
Alderman, Ward 8.

DR:dd

Encl.



Canadian Union of Public Employees - Syndicat Canadien de

LOCAL FIVE

231 Bay Street North, Hamilton, Ont. L8R 2R1

1 (9)

President
Sid Gratton

Secretary
Ed Thomas

November 25, 1993

RECEIVED

NOV 29 1993

CITY CLERKS

Mr. Kevin Christenson,
Secretary,
Transport and Environment Committee,
City Hall,
Hamilton, Ontario.

Dear Sir: Re: Standing at Committee

Local Five formally requests Standing at the Transport and Environment Committee meeting of December 6, 1993. We will be addressing the Two Man Sanitation Crews.

We will forward a copy of our submission as soon as possible. Representing the union will be Sid Gratton, President and David Michor, Civic Unit Vice-President.

Yours truly,

D. Michor
David Michor,
Civic Unit Vice-President.
DM:sc



CIVIC UNIT

DATE: 1993 November 30

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Cupe Local 5, Civic Unit

SUBJECT: Two-Man Sanitation Crews

RECOMMENDATION:

- a) That the employer implement an 'out of schedule rate' for the Dual Driver/Loader Position, to provide appropriate compensation for the required work load, and to ensure adequate numbers of applicants for the Dual position.
- b) That the employer provide 'Red Circling' protection for all displaced employees from the Sanitation Section.
- c) That the employer maintain three positions within the Sanitation Section - Dual Driver/Loader, Driver and Loader.
- d) Failing acceptance of the above recommendations, the employer recognize a minimum two year phase in period with specific employee protection.

BACKGROUND:

In the spring of 1993, The Public Works Department of the City of Hamilton, met with Representatives of CUPE Local 5 for the sole purpose of co-operatively developing a smooth transition relating to the restructuring of the Sanitation Section.

During these discussions, Local 5 proposed an actual hands on pilot study be utilized to establish actual facts relating to the 2-Man Packer Operations. The pilot study was done and the facts were provided to all participants.

During the fall of 1993, Local 5 met with the employer to establish an implemetation procedure for the restructuring of the Sanitation Section. Local 5 could not accept the employers first position provided in a letter dated November 10\93, file number 93.0518.01. Subsequently, a joint position was established on November 18\93. Unfortunately, what was perceived as understood and agreed upon is not reflected in the letter dated November 22\93, file number 93.0518.01.

Consequently, the recommendations contained in this document have been presented for the consideration of committee.

It is our belief, that our differences can be resolved. This will ensure a smooth co-operative transition in the Sanitation Section. Were issues arise that are unclear, related to the implimentation of the restructuring process, the Collective Agreement will be applied.

RECOMMENDATION SPECIFICS:

- a) That the employer implement an 'out of schedule rate' for the Dual Driver/Loader Position, to provide proper compensation for the required work load, and to ensure adequate numbers of applicants for the Dual position.

Recognizing that the success of the Sanitation Section restructuring proposal is essential, CUPE Local 5 is of the opinion that the proposed schedule "A" rate of D-13 is not significant enough to achieve the desired numbers of personnel applying for this new position.

In comparison:

Proposed City of Hamilton Dual rate:	\$ 17.157
City of North York rate:	\$ 18.180
City of Oshawa rate:	\$ 18.500

Therefore, we are recommending the employer establish an equitable 'Out of Schedule Rate' to ensure the successful filling

- b) That the employer provide 'Red Circling' protection for all displaced employees from the Sanitation Section.

The intent is to provide 'Red Circling' similar to the same procedures as set out in the Job Evaluation Process. The employees that are posting out of this section due to these restructuring initiatives, will maintain their present rate of pay. Any future wage increases will be based upon the rate of the position they have posted into.

Justification includes:

- 1) This protection will expediate both the posting out of all employees wishing to leave the Sanitation Section and the posting in of Dual classification.
- 2) The majority of employees that have expressed interest in leaving the Sanitation Section are senior employees and any reduction in their rate will adversely affect their eligible pension.
- 3) This proposal is to ensure that the employer takes appropriate initiatives to post an adequate number of vacant positions within the appropriate classifications.
- 4) The intent is to ensure a smooth transition for the displaced employees as well as new employees within the Sanitation Section.

- c) That the employer maintain three positions within the Sanitation Section - Dual, Driver and Loader.

CUPE Local 5 is of the belief that all three positions must be maintained in the Sanitation Section. All three positions are necessary to accommodate daily transfers into the section, for vacation/sick relief, and to accommodate student workers during the summer season.

Presently, employees that are transferred into the Sanitation Section on a daily basis are those labourers, Truck Drivers and other such personnel from the District's Yards.

Without maintaining three positions in the Sanitation Section, daily transfers can only be accommodated with the District's Truck Drivers. This will greatly reduce the number of employees available to operate equipment during all seasons with specific concern being the Winter Operations.

Under the proposed staff recommendation, only the District's Truck Drivers and Operators will be qualified to perform the duties of the Dual (Driver/Loader).

- d) Failing acceptance of the above recommendations, the employer recognize a minimum two year phase in period with specific employee protection.

The minimum two year phase in will remain in place until all displaced workers are relocated within the workplace. The phase in will be reviewed after the first two years.

The remaining employees will comprise of:

- 1) The Dual (Driver/Loader), which will be the majority of employees.
- 2) Drivers and Loaders, which will be provided security to maintaining their positions. These positions will be posted as Duals when they are vacated.
- 3) Continued DZ driver training for all employees within the Public Works Department, to increase potential pool of employees for the Dual posting.

Further, we feel it is essential to review the entire restructuring procedure within the Sanitation Section on a three month basis. This review will be conducted jointly through the Labour Management Committee. The intent is to ensure a smooth transition, and to cooperatively resolve any further outstanding issues.

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1993 December 6th
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

- i. Minutes of the Meeting held 1993 November 1st
- ii. Minutes of the Special Meeting held 1993 November 9th

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) East 18th Street
- (b) Intersections of Delawana Drive
and Fairington Crescent and
Ellingwood Avenue and Kentley Drive
- (c) South Side of Holmes Avenue,
west of Emerson Street -
Request to Relocate an Existing Reserved
"Permit Parking" Space for a Disabled Resident
- (d) Intersection of Dubarry Boulevard
and Lorraine Drive - Intersection Control
- (e) Intersection of Upper Sherman Avenue and
Macassa Avenue - Corner Clearance
- (f) Royal Avenue between Bowman Street and Wilmont Court
- (g) North Side of McElroy Road West between West 2nd Street
and West 3rd Street
- (h) Intersection of East 24th Street
and Fennell Avenue East - Corner Clearance

- (i) No. 52 Picton Street West - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**
- (j) School Bus Loading Zone on Acadia Drive adjacent to St. Jean de Brebeuf High School**
- (k) Keith Street**
- (l) Intersection of Aberdeen Avenue and Bay Street South - Corner Clearance**
- (m) No. 198 Wood Street East - Request to Shorten an existing "Permit Parking" regulation**
- (n) No. 32 Cambridge Avenue - Request for a Reserved "Permit Parking" space for a disabled resident**
- (o) Intersection of Glendale Avenue North and Primrose Avenue - Corner Clearance**
- (p) Morgan Road - Request for a Wheelchair Loading Zone adjacent to 18 Caroga Court**

ii. Intersection Control

Mall Road - Lane Designation

iii. New Bus Stop

Garth Route and the Upper James Route - New Bus Stops

iv. Canadian Corps of Commissioners

Annual Billing Rates for 1994

v. Neighbourhood Watch Programme

Parkview East Neighbourhood

C. DIRECTOR OF PROPERTY

- i. Option to Purchase Agreement and Authority to Enter -
Lucy and Santo Boffa

Option to Purchase Agreement - Thomas Sullivan

Offer to Purchase Agreement and Authority to Enter, Thomas Sullivan
- ii. Road Allowance and One Foot Strip of Land
South West Corner of Limeridge Road East and
Upper Kenilworth
- iii. Dedication of Land to the City for future roadway purposes
P. Barnett Construction Limited, Embassy Drive
- iv. Purchase of a Sanitary Sewer and
Watermain Easement and Authority to Enter Agreement by
the Regional Municipality of Hamilton-Wentworth - Fletcher Avenue
- v. Dedication of land to the City for future roadway purposes
Robert Shelley Construction Limited
- vi. Tenancy Agreement - 2656 King Street East, S. Shakeshaft

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. Street Incorporation
- ii. Encroachment Agreements

E. MANAGER OF PURCHASING

- i. Supply and Delivery of Sodium Chloride Course Crushed
for the 1993 - 1994 Winter Season
- ii. Supply and Delivery of Treated Screened Sand
1993 - 1994 Winter Sanding Season

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

2(AXI)

Monday, 1993 November 1
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, City Business
Alderman V. J. Agro, City Business

Also present: Alderman T. Cooke
Alderman G. Copps
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. C. Van Berkel, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. P. Lampman, Building Department
Mr. R. Buckle, Property Department
Ms. D. Johnson, Ministry of Environment and Energy
Mr. K. C. Christenson, Secretary

1. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 October 18 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **Loconder Drive between Upper Gage Avenue and Queen Victoria Drive**

The Committee was in receipt of a report dated 1993 September 7 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of Loconder Drive between Upper Gage Avenue and Queen Victoria Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Bendamere Avenue between Geneva Drive and Delmar Drive**

The Committee was in receipt of a report dated 1993 September 22 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Geneva Drive and Delmar Drive and on the south side between the east property line of No. 151 Bendamere Avenue and Columbia Drive (west leg); and
- (b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Delmar Drive and Briarwood Crescent and on the south side between Columbia Drive (west leg) and Briarwood Crescent; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) **South Side of Ninth Avenue, east of Fernwood Crescent**

The Committee was in receipt of a report dated 1993 October 13 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping Anytime" regulation on the south side of Ninth Avenue opposite Fernwood Crescent be revised such that the regulation will commence at a point 48 feet east of Fernwood Crescent and extend to a point 42 feet west of Fernwood Crescent; and
- (b) That a "No Stopping, Wheel Chair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Ninth Avenue commencing at a point 48 feet east of Fernwood Crescent and extending to a point 20 feet easterly therefrom; and
- (c) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Ninth Avenue adjacent to Fernwood Park School be revised, such that the regulation commences at a point 68 feet east of Fernwood Crescent and extends to a point 129 feet easterly therefrom; and
- (d) That the City Traffic By-law 89-72 be amended accordingly.

(d) **Rowanwood Street**

The Committee was in receipt of a report dated 1993 October 18 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Rowanwood Street between Beach Road and the southerly end be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **Intersection of South Bend Road West and Collier Crescent west leg**

The Committee was in receipt of a report dated 1993 September 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the north side of South Bend Road West, commencing at Collier Crescent (west leg) and extending to a point 97 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) **Afton Avenue between Norway Avenue and Lorne Avenue**

The Committee was in receipt of a report dated 1993 October 6 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Afton Avenue between Norway Avenue and Lorne Avenue; and
- (b) That the City Traffic By-law be amended accordingly.

(g) **Caroline Street South between Bold Street and Duke Street**

The Committee was in receipt of a report dated 1993 October 13 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced with a "Permit Parking" regulation; and
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first fifteen eligible applicants residing in one, two or three family dwellings abutting Caroline Street South between Bold Street and Duke Street to a maximum of fifteen permits; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(h) **South Side of Royal Avenue**

The Committee was in receipt of a report dated 1993 October 4 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the south side of Royal Avenue commencing at Emerson Avenue and extending to a point 67 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(i) **Twin Crescent/Twin Court**

The Committee was in receipt of a report dated 1993 October 30 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Twin Crescent and Twin Court between Acadia Drive (north leg) and Acadia Drive (west leg); and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(j) **School Bus Loading Zone on East 37th Street adjacent to Blessed Sacrament School**

The Committee was in receipt of a report dated 1993 October 5 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of East 37th Street commencing at a point 232 feet north of the north curb line of Seventh Avenue and extending to a point 80 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(k) **Intersection of Fife Street and Chestnut Avenue**

The Committee was in receipt of a report dated 1993 October 13 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the north side of Fife Street commencing at Chestnut Avenue and extending to a point 41 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(l) **South Bend Road West between Laurier Avenue and West 5th Street**

The Committee was in receipt of a report dated 1993 October 7 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of South Bend Road West between Laurier Avenue and West 5th Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(m) **Application to lease a portion of the west boulevard
of Proctor Boulevard adjacent to No. 84 Proctor Boulevard**

The Committee was in receipt of a report dated 1993 October 7 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

That the application of Ann Marie Erkelens and Anthony Falcone to lease a portion of the west boulevard of Proctor Boulevard adjacent to No. 84 Proctor Boulevard be approved, provided that:

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$59.57 per space per year for the first two spaces and \$29.79 for any additional spaces up to ten) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) the owner pays a one time \$50. registration fee, as approved by the City Council on 1986 January 14.
- (c) the owner pays a one time \$191.24 (including G.S.T.) processing fee, as approved by the City Council on 1988 January 12.
- (d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- (e) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(n) **No. 129 Fairleigh Avenue South -
Discharge of Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1993 October 12 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 173878 C.D. to the property at No. 129 Fairleigh Avenue South be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking Agreement.

(o) **Leland Street between Ward Avenue and Whitney Avenue**

The Committee was in receipt of a report dated 1993 October 18 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Leland Street between Ward Avenue and Whitney Avenue; and
- (b) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Leland Street between Ward Avenue and Royal Avenue, be removed; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(p) **Acadia Drive between Butler Drive and Balharbour Drive**

The Committee was in receipt of a report dated 1993 October 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Acadia Drive between Butler Drive (west leg) and Balharbour Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(q) **South Side of Lawnhurst Drive - School Bus Loading Zone Removal**

The Committee was in receipt of a report dated 1993 October 18 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing school bus loading zone on the south side of Lawnhurst Drive commencing at a point 156 feet west of the west curb line of the east leg of Lawnhurst Drive and extending to a point 120 feet westerly therefrom be replaced with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in accordance with the general Traffic Bylaw provision; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(r) **School Bus Loading Zone on Bendamere Avenue adjacent to Ecole Monseigneur-de-Laval**

The Committee was in receipt of a report dated 1993 October 19 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the three existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulations on the south side of Bendamere Avenue adjacent to École Monseigneur-de-Laval be revised such that the regulation commences at a point 76 feet west of the west curb line of Columbia Drive and extends to a point 365 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(s) **Queen Victoria Drive**

The Committee was in receipt of a report dated 1993 October 14 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the west side of Queen Victoria Drive, commencing at a point 186 feet north of the north curb line of Quaker Crescent (north leg) and extending to a point 94 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(t) **South Bend Road West between Upper James Street and West 5th Street**

The Committee was in receipt of a report dated 1993 October 14 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of South Bend Road West between Upper James Street and West 5th Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(u) **Laurier Avenue**

The Committee was in receipt of a report dated 1993 October 19 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Laurier Avenue from the easterly intersection with South Bend Road West to Stacey Street; and
- (b) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Laurier Avenue between Stacey Street and the westerly intersection with South Bend Road West; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(v) **No. 499 Ferguson Avenue North -
Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 October 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 121 feet south of Wood Street East and extending to a point 24 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Leaist, No. 499 Ferguson Avenue North; and
- (c) That the City Traffic Department 89-72 be amended accordingly.

ii. **Intersection Control**(a) **Intersection of Acadia and Elite Drive**

The Committee was in receipt of a report dated 1993 October 19 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That eastbound traffic on Elite Drive be required to stop for northbound and southbound traffic on Acadia Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Lockheed Drive and Racalmuto Street**

The Committee was in receipt of a report dated 1993 October 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That westbound traffic on Racalmuto Street be required to stop for northbound and southbound traffic on Lockheed Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

iii. **School Crossing Guards****Glendale Avenue and King Street East**

The Committee was in receipt of a report dated 1993 October 18 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

That the School Crossing Guard service be discontinued during the lunch hour period at the signalized intersection of Glendale Avenue and King Street East.

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. **1993 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1993 October 20 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"RYMAL SQUARE ESTATES - PHASE 5", Hamilton
City's Share \$ Nil Subdivider's Share \$ 209,552.01

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Rymal Square Estates - Phase 5", Hamilton and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- (d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

ii. Street Incorporation - Limeridge Road

The Committee was in receipt of a report dated 1993 October 21 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width:

Limeridge Road Part 2 Plan 62R-12649

- (b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iii. Street Incorporation - Upper Kenilworth Avenue

The Committee was in receipt of a report dated 1993 October 26 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the City lands shown as Parts 1, 13 - 32 inclusive on Plan 62R-11488 be incorporated into Upper Kenilworth Avenue.
- (b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

D. DIRECTOR OF PROPERTY

**Offer to Purchase (Highway Closure) East/West Alley at rear of 615 Main Street East
J. B. Marlatt Funeral Homes (1985) Limited (W. R. Hockey, President)**

The Committee was in receipt of a report dated 1993 October 21 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Highway Closure), duly executed by J. B. Marlatt Funeral Homes (1985) Limited (W. R. Hockney, President), on 1993 September 29, and scheduled to close within thirty (30) days of completion of the conditions as set out in the Agreement, but in any event, no later than 1994 November 16, for the sale of part of an alley lying immediately north of Lots 6 to 9 and immediately south of Lots 16 to 20, Registered Plan 325, designated as Part 1 on Reference Plan 62R-12212, more particularly described as having a width of 3.648 metres (11.968 feet) more or less, by a length of 54.584 metres (179.08 feet) more or less, and comprising a total area of 199.12 square metres (2,143.23 square feet) more or less, directly behind municipal address 615 Main Street East, be approved and completed and the funds derived from this sale of \$19,287. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).

- (b) That the City's deed to the Purchaser be subject to an easement in favour of Bell Telephone Company and Hamilton Hydro over Part 1, Plan 62R-12212.

Regarding such Easement(s), the Purchaser acknowledges and agrees:

- i. That the Purchaser is required, at his expense, to enter into an Easement Agreement with and satisfactory to each Utility in order that such easement shall be registered before the closing of this sale to the Purchaser or registered as required by the Utility.
 - ii. That within the said highway being closed and sold to the Purchaser are installed or, are intended to be installed, the property of the Utility which neither the City nor the Utility shall be obliged to remove from the said closed highway to accommodate the Purchaser's development or use of the closed highway unless otherwise set out herein; and
 - iii. That the Easement Agreement with a Utility may prohibit the Purchaser's construction of buildings or structures on or beneath the land included in this sale and will provide access to the Utility upon the said land for the purpose of operating, maintaining, replacing, or installing such services or other equipment the Utility requires.
- (c) That the required deposit cheque in the amount of \$1,928.70 be held by the City Treasurer pending City Council approval.
- (d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

E. **CITY SOLICITOR**

- (a) **Local Improvements of Concrete Alley
north of Barton Street East - \$30,400.**

The Committee was in receipt of a report dated 1993 October 21 from the City Solicitor respecting the above-noted subject.

The Committee approved the following recommendation:

That City Council enact the by-law to authorize construction of local improvements of a concrete alley first north of Barton Street East from Tragina Avenue North to Weir Street North (east-west portion only).

- (b) **Local Improvements of Concrete Curbs
and Sidewalk on Rennie Street - \$8,700.**

The Committee was in receipt of a report dated 1993 October 21 from the City Solicitor respecting the above-noted subject.

The Committee approved the following recommendation:

That City Council enact the by-law to authorize construction of local improvements of a concrete curb on the north side of Rennie Street from Waterloo Street to approximately 33.8 m easterly (east limit of 777 Rennie Street) and a concrete curb and sidewalk on the south side of Rennie Street from approximately 12.2 m east of Waterloo Street to approximately 12.2 m easterly (frontage of 776 Rennie Street).

F. DIRECTOR OF PUBLIC WORKS**Construction of a Reinforced Concrete Liner for Red Hill Creek,
east of Quigley Road and North of Greenhill Avenue**

The Committee was in receipt of a report dated 1993 October 22 from the Director of Public Works respecting the above-noted subject.

Alderman Wilson questioned whether other groups including the Conservation authority have been consulted in respect to this recommendation. Mr. Lobo responded that this issue had been previously approved by City Council and that other groups were not involved and did not have jurisdiction over this area.

The Committee approved the following recommendation:

That a purchase order be issued to Harm Schilthuis and Sons Limited, lowest of four bidders, in the amount of \$84,316. including G.S.T. to construct a reinforced concrete liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue.

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**Information Reports**

The Committee was in receipt of a report dated 1993 October 26 from the Secretary, Transport and Environment Committee respecting information reports.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1993 October 18	D. W. Vyse, Director of Property and M. F. Main Director of Traffic Services	Traffic Operations Centre Deficiency	1993 October 19

2. COMMISSIONER OF TRANSPORTATION ENVIRONMENTAL SERVICES**i. (a) Decontamination of PCB's by ENSR Operations Ltd. for
McMaster University, 1280 Main Street West**

The Committee was in receipt of a report dated 1993 October 19 from the Senior Director, Environmental Services Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to ENSR Operation Ltd. carrying out the proposed PCB destruction for McMaster University at 1280 Main Street West, Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific Municipal permits are required for the proposed work.

**ii. (b) Third Sector Employment Enterprises' Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1993 October 21 from the Senior Director, Environmental Services Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Third Sector Employment Enterprises receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 1579 Burlington Street East, Hamilton, Ontario; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable municipal by-laws are complied with fully.
- (b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the operations of Third Sector Employment Enterprises.
- (c) **Amendment to Road Closure Policy**

The Committee was in receipt of a report dated 1993 October 26 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

That the procedure for processing road closures be revised to include only one report to the Transport and Environment Committee, which committee meeting is held after the required four weeks of public advertising, in those cases where no objections are received and the Ward Aldermen are in favour of the request.

- (d) **Management Board Secretariat
Consolidation of PCB's Hamilton Psychiatric Hospital**

The Committee was in receipt of a report dated 1993 September 23 from the Senior Director, Environmental Services Department respecting the above-noted subject which was referred back to the Committee by City Council at its meeting of 1993 October 26.

Mr. Halliday reviewed the background of his report and stated that this was a standard application and process for the transfer and storage of PCB's. Ms. Deanna Johnson from the Ministry of Environment and Energy stated that the storage site at the Hamilton Psychiatric Hospital had passed all of the Ministry's inspections. She stated that the proponent, Management Board Secretariat, has only one registered PCB storage site which is in Hamilton at the Hamilton Psychiatric Hospital.

Following discussion, the Committee directed that the Senior Director of Environmental Services Department provide a report detailing the amount of PCB's which are received in the Hamilton-Wentworth Region as well as the amount of PCB's which are shipped out of the Hamilton-Wentworth Region to determine if the Region is a "dumping ground" for PCB's. Ms. Johnson distributed statistics to the Committee Members detailing the movement of PCB's in and out of the Hamilton-Wentworth Region.

Following further discussion, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to the transfer and storage of PCB waste by the Management Board Secretariat to their Hamilton Psychiatric Hospital PCB storage site; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.
- (b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the Ministry of the Environment and Energy for their information.

***Aldermen T. Jackson, M. Kiss and F. D'Amico recorded opposed.**

3. DIRECTOR OF TRAFFIC SERVICES**King Street West and Streets within the Westdale B.I.A. Area - Parking Regulations**

The Committee was in receipt of a report dated 1993 October 20 from the Director of Traffic Services respecting the above-noted subject.

Alderman Cooke thanked staff of the Traffic Department for working with the ward aldermen and the Westdale Village B.I.A. He expressed concern however that directions to Westdale Village should be clearly marked on King Street directly after the Highway #403 Bridge.

Following a brief discussion, the Committee approved the following amendment to the recommendation:

- (f) That a sign be erected in the vicinity of the King Street/Highway #403 bridge in a location agreeable to the Ward Aldermen and the Director of Traffic Services, indicating directions to "Westdale Village".

Subsequently, the Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Saturday" regulation be implemented on the north side of King Street West commencing 137 feet west of Sterling Street and extending to Cline Avenue South and on the south side commencing 119 feet west of Newton Street and extending to Cline Avenue South; and
- (b) That the existing "No Parking" regulation on the south side of King Street West which commences 75 feet west of Newton Avenue and extends 27 feet westerly therefrom, be replaced with one two-hour metered parking space; and
- (c) That three two-hour parking meters be installed on the east side of Paisley Avenue North commencing at King Street West (north branch) and extending to a point 109 feet northerly therefrom; and
- (d) That four two-hour parking meters be installed on the east side of North Oval commencing at King Street West and extending to a point 103 feet northerly therefrom; and
- (e) That two two-hour parking meters be installed on the east side of Sterling Street commencing at a point 75 feet north of King Street West and extending to a point 42 feet northerly therefrom; and
- (f) That a sign be erected in the vicinity of the King Street/Highway #403 bridge in a location agreeable to the Ward Aldermen and the Director of Traffic Services, indicating directions to "Westdale Village".
- (g) That the City Traffic By-law 89-72 be amended accordingly.

4. BUILDING COMMISSIONER**No. 355 MacNab Street North - Building Permit for Private Garage**

The Committee was in receipt of an information report dated 1993 October 28 from the Building Commissioner respecting the above-noted subject.

The Committee approved that the item be received.

5. CHAIRMAN, MANAGEMENT TEAM AND MANAGEMENT TEAM**1994 User Fees**

The Committee was in receipt of a report dated 1993 October 27 from the Chairman of the Management Team and Management Team respecting the above-noted subject.

The Committee reviewed the proposed User Fees and following discussion approved the following amendments:

Item 4, On Street Parking, Sub-Section On Street Parking Permit Fees for both

Per Permit and Time-limit Permit be retained at the 1993 level (zero increase for 1994)

Item 10 - Residential Boulevard Parking

The Annual Rental Fee remain at the 1993 level of no charge.

***Alderman Eisenberger recorded opposed to this amendment.**

Subsequently, the Committee approved the following recommendation incorporating the amended user fees:

- (a) That the 1994 User Fees for the following Departments as outlined on Schedule 1, Committee of the Whole Agenda, dated 1993 October 26, be approved:

(a) Local Roads - page 15

(b) Streets and Sanitation Division - page 48

(c) Traffic Department - pages 49 - 53

- (b) That the City Solicitor be authorized to prepare the necessary amending by-laws to reflect the changes.

6. ALDERMAN B. MORELLI**(a) Glendale Avenue North at Beechwood Avenue - Three-way Stop Control**

Alderman Morelli requested that the Committee consider a three-way stop control at Glendale Avenue North and Beechwood Avenue and detailed his reasons for this request.

Following discussion, the Committee approved the following recommendation:

- (a) That a three-way stop control be implemented at the intersection of Glendale Avenue North and Beechwood Avenue;

(b) That the City Traffic By-law 89-72 be amended accordingly.

***Alderman F. Eisenberger and Alderman D. Wilson recorded opposed.**

(b) Francis and Douglas Streets - Four-way Stop Control

Alderman Morelli requested the Committee consider the implementation of the Four-way stop control at Francis and Douglas Streets and detailed the reasons for this request.

Following discussion, the Committee directed that a staff report be prepared by the Director of Traffic Services for consideration a special meeting of the Transport and Environment Committee to be held on Tuesday, 1993 November 9 at 7:15 p.m. prior to City Council.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 November 1

Tuesday, 1993 November 9
7:15 o'clock p.m.
Room 233, City Hall

26Xiii)

The Transport and Environment Committee met in special session.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson

Absent: Mayor R. M. Morrow
Alderman F. D'Amico

Also present: Mr. J. G. Pavelka, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. G. Aston, Roads Department
Ms. T. Agnello, Acting Secretary

1. **DIRECTOR OF TRAFFIC SERVICES**

Intersection of Francis Street and Douglas Street - Intersection Control

Contrary to the recommendation of the Director of Traffic Services dated 1993 November 1, the Committee resolved to recommend to Council as follows:

- (a) That a four-way stop control be implemented at the intersection of Francis Street and Douglas Street.
- (b) That the Traffic By-law 89-72 be amended accordingly.

2. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Tina Agnello
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 November 1

218X161

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 02

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

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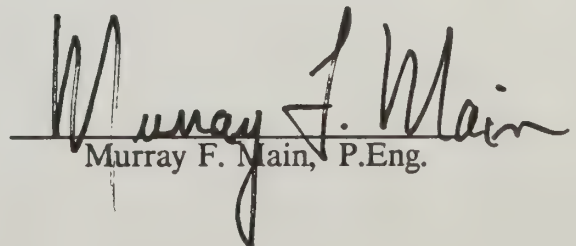
CITY CLERKS

SUBJECT:

East 18th Street - Parking Regulations. [TEC-249-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of East 18th Street between Concession Street and Mountville Avenue be shortened such that the regulation commences at a point 81 feet south of Concession Street and extends to Mountville Avenue; and
- b) That a "No Stopping" regulation be implemented on the west side of East 18th Street commencing at Concession Street and extending to a point 41 feet southerly therefrom; and
- c) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of East 18th Street commencing at a point 41 feet south of Concession Street and extending to a point 40 feet southerly therefrom; and
- d) That the maximum number of parking permits to be issued by the Director of Traffic Services to residents who abut the "Permit Parking" regulation be reduced from 16 to 13; and
- e) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:


Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs and erecting the required signs.

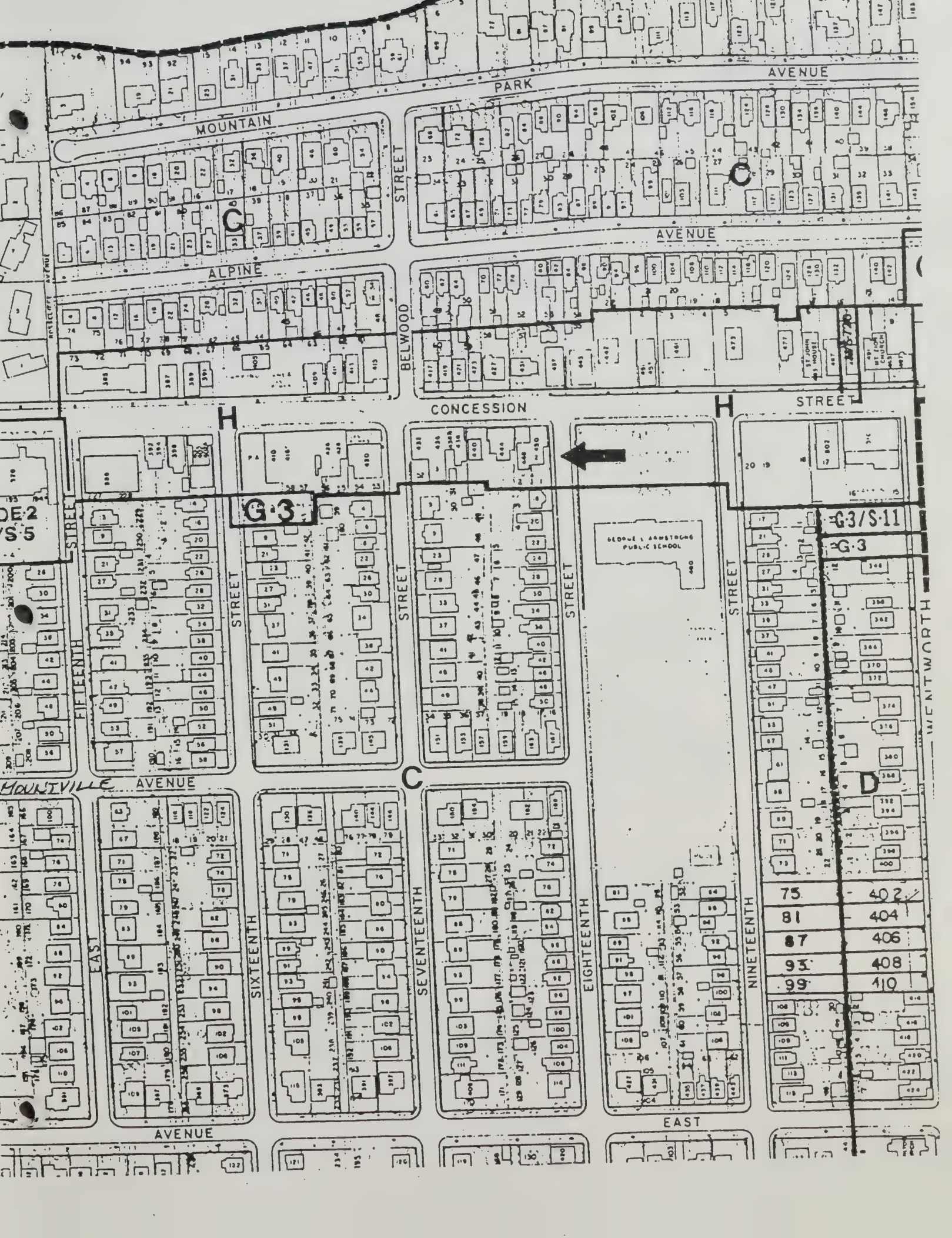
BACKGROUND:

Peter Fantauzzo, the owner of Everlast Windows and Doors, 437 Concession Street, has requested that a portion of the existing "Permit Parking" regulation on the west side of East 18th, south of Concession, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation to provide two additional on-street parking spaces for customers. Alderman Henry Merling has also contacted the Traffic Department regarding this matter and has requested that a corner clearance be implemented to facilitate turning movements at this intersection.

East 18th has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side and a "Permit Parking" regulation on the west side of the street in this area.

In May of this year, City Council approved the implementation of the "Permit Parking" regulation on the west side of East 18th between Concession and Mountville. The owner of the business has recently expressed concern that there is now a shortage of customer parking for area businesses. The implementation of the requested time limit regulation and corner clearance would result in the shortening of the existing "Permit Parking" regulation and the reduction of three "Permit Parking" spaces. However, there is a surplus of four permits since not all residents require them. Therefore, the Traffic Department does not anticipate any parking difficulties for residents on this street and concurs with this request.


MT/CVB/ks



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G-3

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87	406
93	408
99	410

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 26

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

CITY CLERKS

SUBJECT:

Intersections of Delawana Drive and Fairington Crescent and Ellingwood Avenue and Kentley Drive - Intersection Control. [TEC-270-93]

RECOMMENDATION:

- a) That southbound traffic on Fairington Crescent be required to stop for eastbound and westbound traffic on Delawana Drive; and
- b) That southbound traffic on Ellingwood Avenue be required to stop for eastbound and westbound traffic on Kentley Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

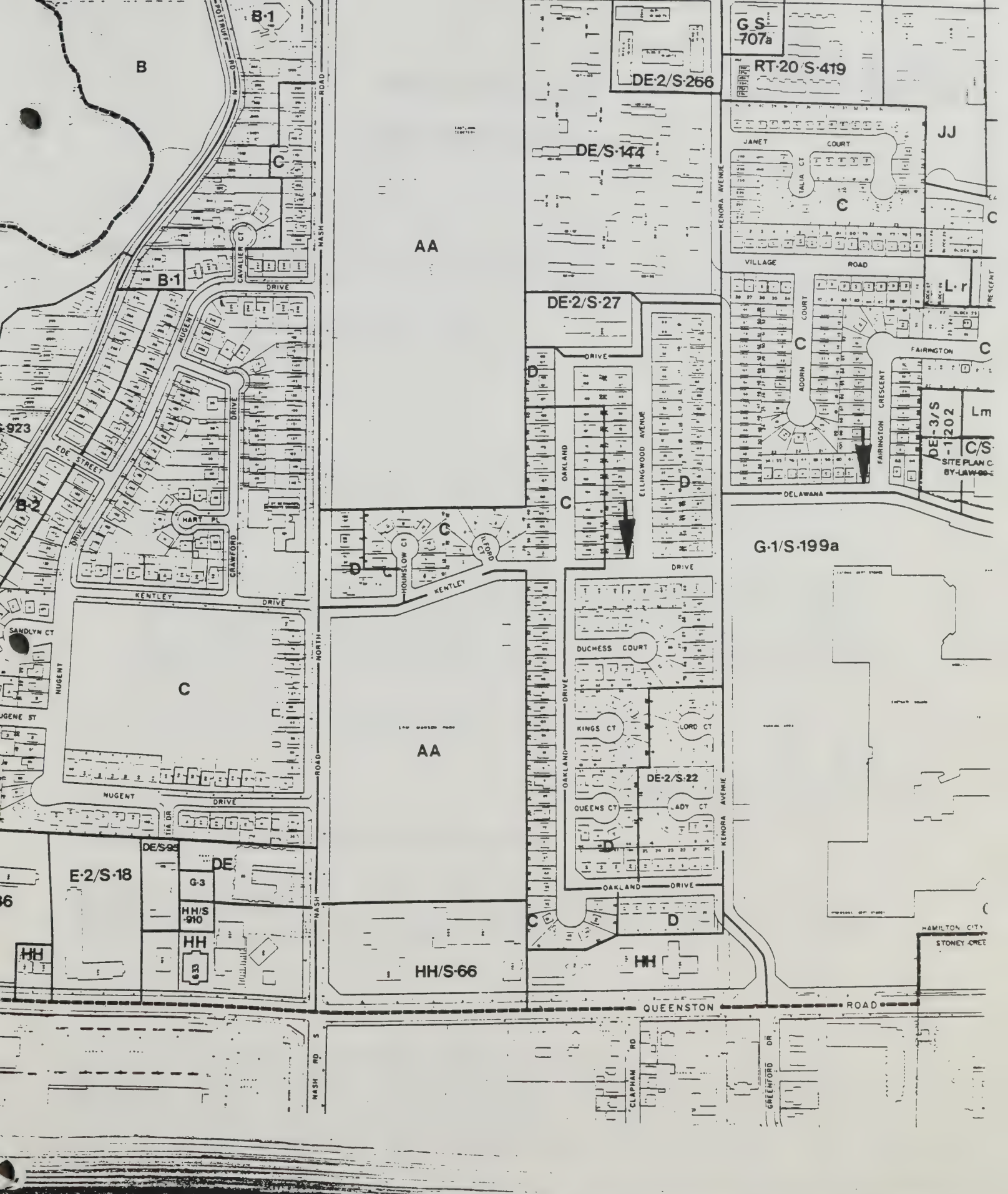
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. John Bergie, No. 48 Champlain Avenue, that stop control be implemented at the intersections of Delawana Drive and Fairington Crescent and Ellingwood Avenue and Kentley Drive.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that southbound traffic on Fairington Crescent and Ellingwood Avenue be required to stop for eastbound and westbound traffic on Delawana Drive and Kentley Drive respectively.

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MT/CVB/ks



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

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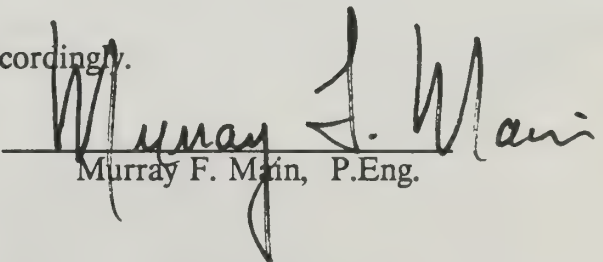
CITY CLERKS

SUBJECT:

South Side of Holmes Avenue, west of Emerson Street - Request to Relocate an Existing Reserved "Permit Parking" Space for a Disabled Resident. [TEC-271-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the south side of Holmes Avenue which commences at a point 115 feet west of Emerson Street and extends to a point 29 feet westerly therefrom be relocated such that the regulation commences at a point 156 feet west of Emerson Street and extends to a point 24 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

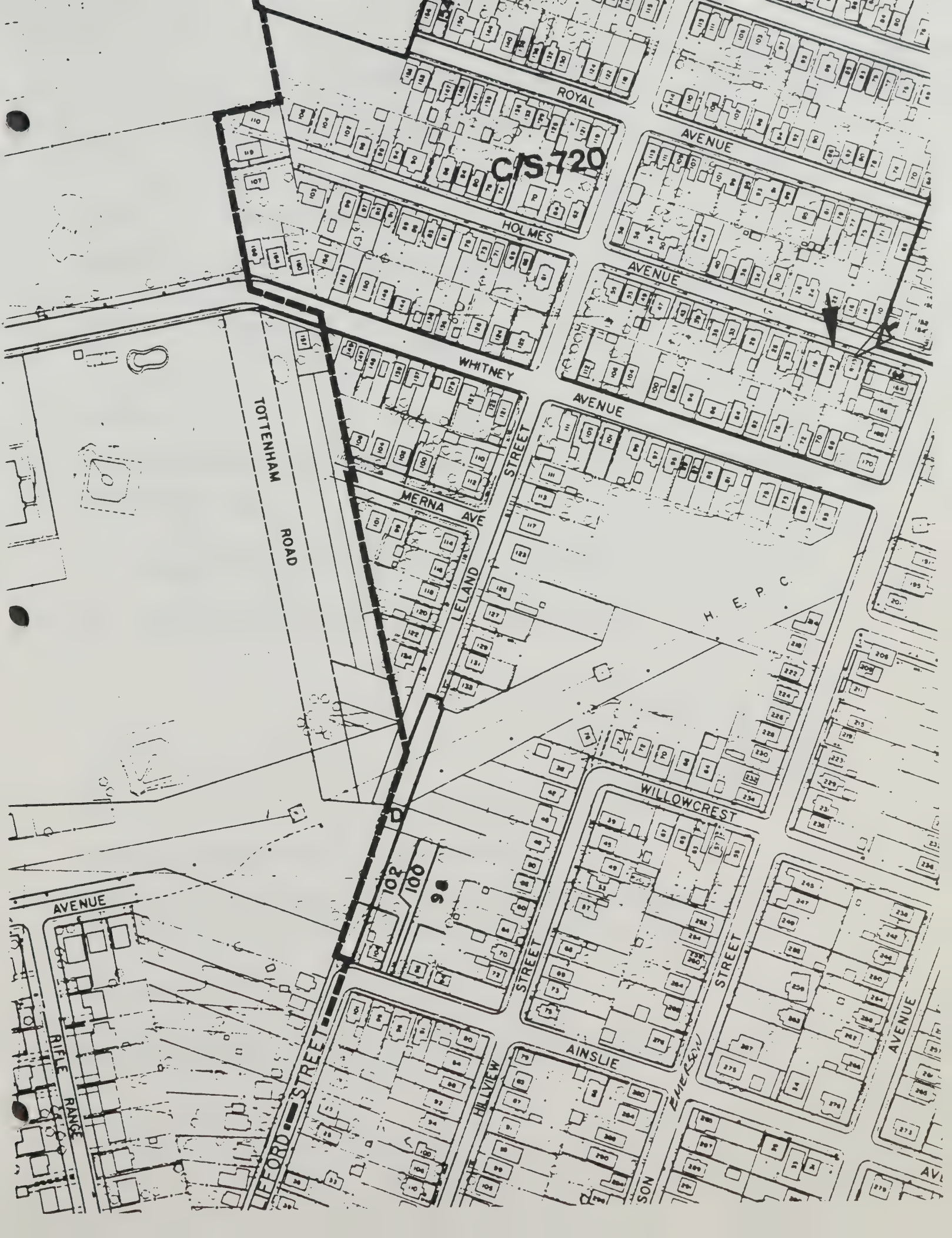
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Harry Sparks, No. 14 Holmes Avenue, that the existing reserved "Permit Parking" space on the south side of the street in front of Nos. 11 and 13 Holmes Avenue, be relocated in front of No. 15 Holmes Avenue since the new owners of Nos. 11 and 13 Holmes Avenue propose to install two driveways which will result in the loss of this "Permit Parking" space.

Holmes has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street except for two "Permit Parking" regulations on the south side of the street, one directly in front of Nos. 11 and 13 Holmes Avenue and the other adjacent to No. 160 Emerson Street. There are two additional "Permit Parking" regulations on the north side of the street which are in use when parking is on that side under the existing "Alternate Side Parking" regulation. Mr. Muraca, No. 15 Holmes Avenue, has indicated that he supports the request. Therefore, the Traffic Department concurs with the request.


MT/CVB/ks



CIS 720

TOTTENHAM
ROAD

MERNA AVE

WHITNEY

LELAND
STREET

AVENUE

STREET

WILLOWCREST

AINSLIE

HILLVIEW

SON

AVENUE

RIFLE RANGE

LIFFORD STREET

STREET

AVENUE

AV

210111d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 26

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 25 1993

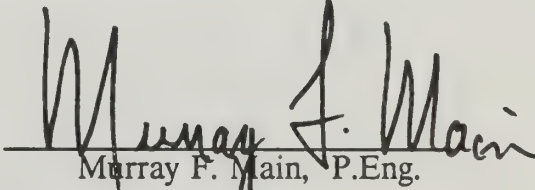
CITY CLERKS

SUBJECT:

Intersection of Dubarry Boulevard and Lorraine Drive - Intersection Control. [TEC-272-93]

RECOMMENDATION:

- a) That eastbound traffic on Dubarry Boulevard be required to stop for northbound and southbound traffic on Lorraine Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

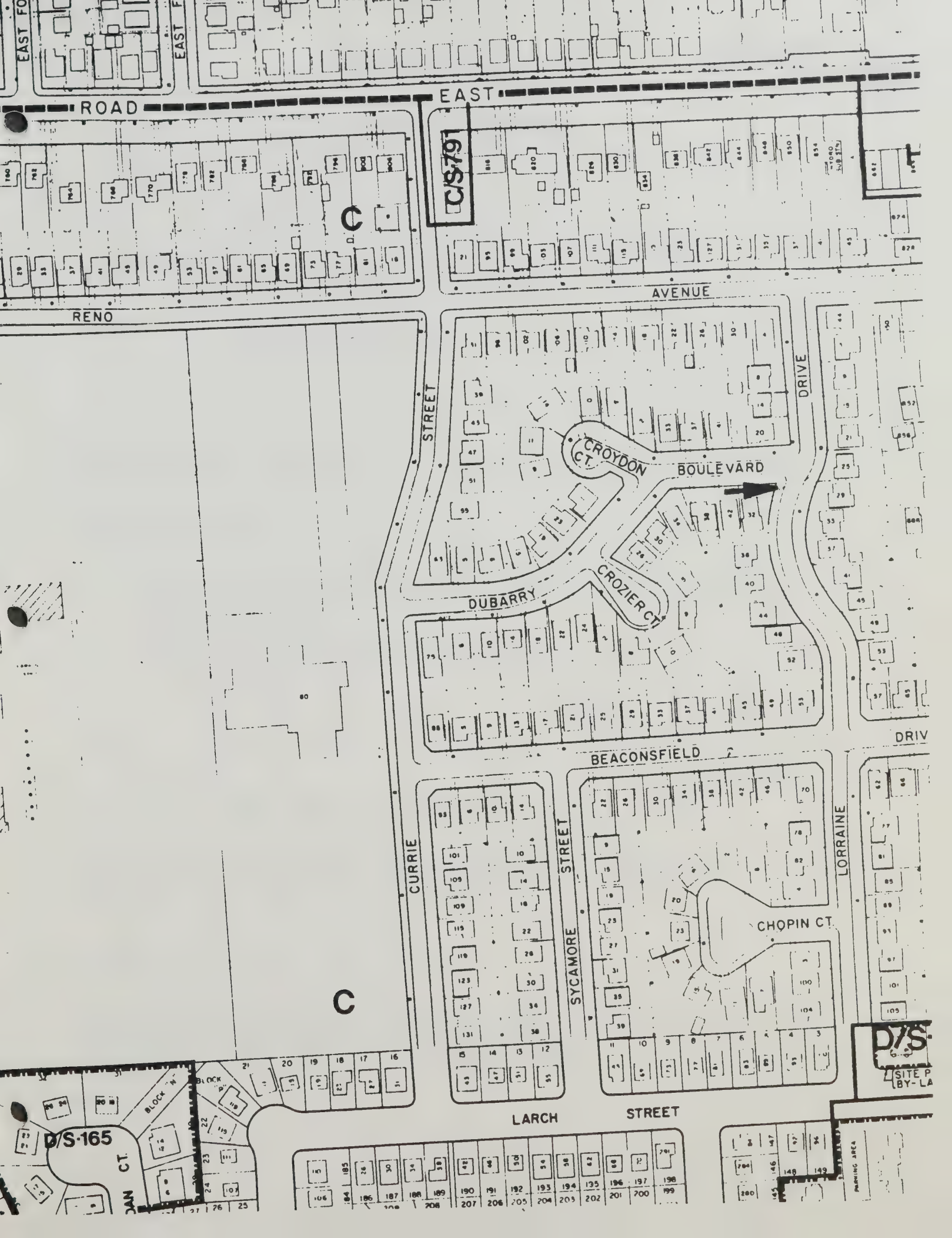
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Michelle Bernard, No. 53 Beaconsfield Drive, that stop control be implemented at the intersection of Dubarry and Lorraine.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that eastbound traffic on Dubarry be required to stop for northbound and southbound traffic on Lorraine.

RT CB
MT/CVB/ks



EAST F
ROAD

EAST F

EAST

CS-79

RENO

AVENUE

STREET

DRIVE

CRODON CT

BOULEVARD

DUBARRY

CROZIER CT

DRIV

BEACONSFIELD

CURRIE

SYCAMORE STREET

LORRAINE

CHOPIN CT

LARCH

STREET

D/S-165

DAN CT

D/S
SITE P
BY-LA

PARKING AREA

216XIXe

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

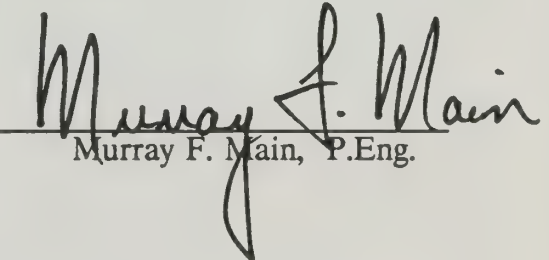
CITY CLERKS

SUBJECT:

Intersection of Upper Sherman Avenue and Macassa Avenue - Corner Clearance. [TEC-274-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the south side of Macassa Avenue commencing at Upper Sherman Avenue and extending to a point 106 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. Victor Gaubert, 70 Macassa Avenue, that a "No Stopping" regulation be implemented on the south side of Macassa, east of Upper Sherman to facilitate turning movements at this intersection.

Macassa has a 28 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this area. An investigation has confirmed that parked vehicles on the south side of the street in this area do obstruct turning movements to some degree, and therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of approximately four legal on-street parking spaces adjacent to the Macassa Lodge parking lot. There are only two residential properties on the north side of Macassa in this block. These are both flanking properties which have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


CVB/MH/ca

SITE PLAN CONTROL
BY LAW N. 86-181

H/S 108

G/S 250

FENNELL

EAST

EIGHTH

ROAD

MACKENZIE

TWENTY

SHERMAN

CHERYL

AVENUE

SECOND

STREET

FIRST

THIRTY

EAST

THIRTY

EAST

STREET

THIRD

THIRTY

EAST

HALAM

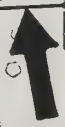
AVENUE

FRANKLIN

ROAD

MACASSA

AVENUE



MACASSA LOBBY

E

CITY OF HAMILTON
- RECOMMENDATION -

26X1f)

DATE: 1993 October 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

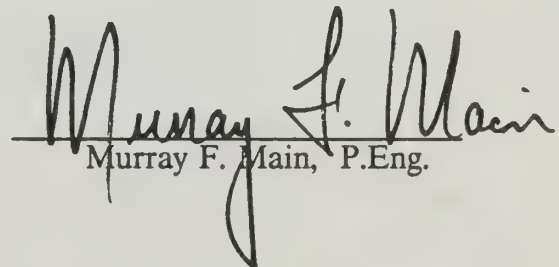
CITY CLERKS

SUBJECT:

Royal Avenue between Bowman Street and Wilmont Court - Parking Regulations. [TEC-276-93]

RECOMMENDATION:

- a) That parking be prohibited on the south side of Royal Avenue between Bowman Street and Wilmont Court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss and Terry Cooke recently held a public meeting at Prince Phillip School to listen to residents' concerns regarding several traffic and parking related issues.

Some of the residents expressed concern that students from McMaster University are parking their vehicles on both sides of Royal very close to the intersection of Bowman thereby creating a safety hazard.

26Xif)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

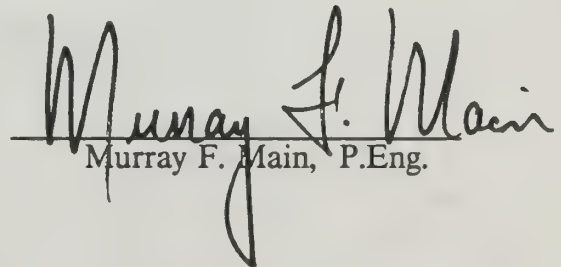
CITY CLERKS

SUBJECT:

Royal Avenue between Bowman Street and Wilmont Court - Parking Regulations. [TEC-276-93]

RECOMMENDATION:

- a) That parking be prohibited on the south side of Royal Avenue between Bowman Street and Wilmont Court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss and Terry Cooke recently held a public meeting at Prince Phillip School to listen to residents' concerns regarding several traffic and parking related issues.

Some of the residents expressed concern that students from McMaster University are parking their vehicles on both sides of Royal very close to the intersection of Bowman thereby creating a safety hazard.

Royal has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street between Bowman and Wilmont. Parking is presently prohibited on the south side of the street in the block to the west. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The land use on the south side of the street is a hydro right-of-way. There is only one house flanking the north side of the street in this block and since virtually all residents in this area have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents. Therefore the Traffic Department recommends that parking be prohibited on the south side of the street in this block.


CVB/MH/ca



2(Brix)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 October 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

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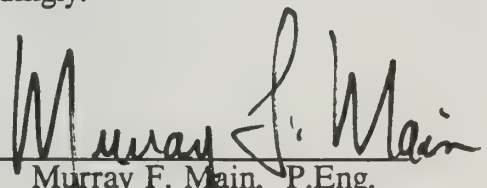
CITY CLERKS

SUBJECT:

North side of McElroy Road West between West 2nd Street and West 3rd Street - Parking Regulations. [TEC-277-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the north side of McElroy Road West between West 2nd Street and West 3rd Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. George Williams, 65 West 3rd Street, that parking be prohibited on the north side of McElroy between West 2nd and West 3rd to facilitate driveway movements and to improve visibility for southbound motorists on West 2nd and West 3rd attempting to enter McElroy.

McElroy has a 28 foot pavement width, and presently, parking is prohibited on the south side of the street between Upper James and West 5th and on the north side between West

3rd and West 5th. The Traffic Department has contacted all four of the abutting residents in this block and all four have advised that they support this request. The Traffic Department considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary. However, since all abutting residents are in favour of the requested regulation and since virtually all area residents have off-street parking available the Traffic Department does not anticipate any parking difficulties and concurs with the request.

The implementation of the requested regulation will result in a loss of approximately eight legal on-street parking spaces.

Carl Ford
CVB/MH/ca

CITY OF HAMILTON
- RECOMMENDATION -

26XIXh)

DATE: 1993 November 01

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

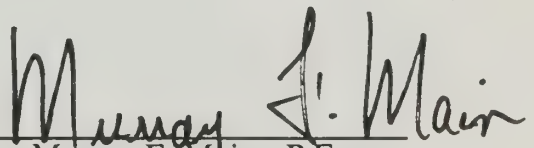
CITY CLERKS

SUBJECT:

Intersection of East 24th Street and Fennell Avenue East - Corner Clearance. [TEC-278-93]

RECOMMENDATION:

- a) That a "No Stopping" corner clearance be implemented on the west side of East 24th Street commencing at Fennell Avenue East and extending to a point 79 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

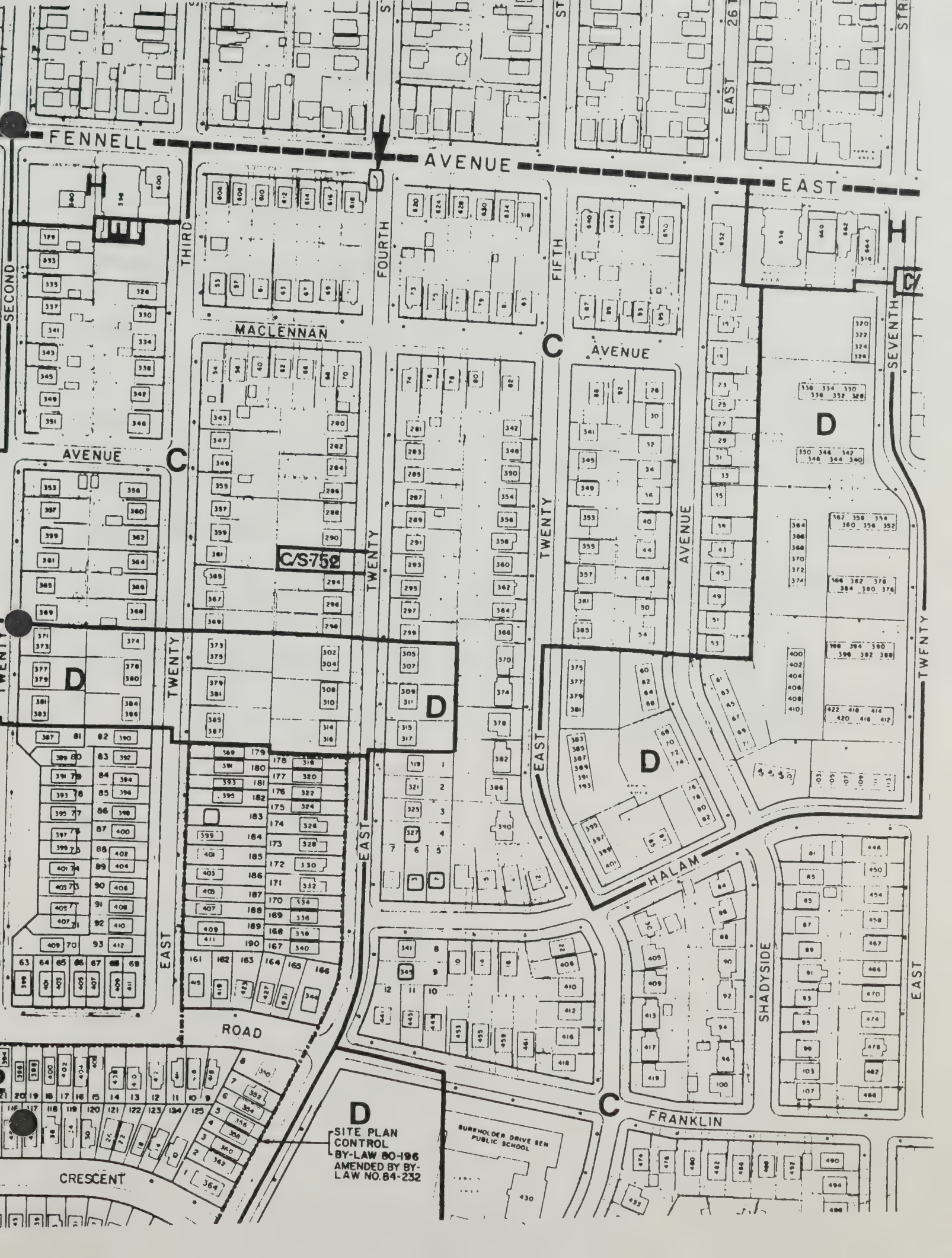
BACKGROUND:

The Traffic Department has received a request from Mrs. Shari Hodges, No. 297 East 24th Street, that a "No Stopping" corner clearance be implemented on the west side of East 24th, south of Fennell, to facilitate turning movements at this intersection.

East 24th has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The Traffic Department has confirmed that parked vehicles on both sides of East 24th, south of Fennell, do obstruct turning movements to some degree and therefore, the Traffic Department concurs with the request.

Staff has contacted the abutting resident and she has advised that she supports the requested regulation. The implementation of the requested regulation will result in a loss of approximately two legal on-street parking spaces. However, since virtually all area residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.


MT/CVB/ks



FENNEL

AVENUE

EAST

THIRD

FOURTH

FIFTH

SEVENTH

MACLENNAN

AVENUE

AVENUE

C

C/S752

TWENTY

TWENTY

AVENUE

TWENTY

TWENTY

D

D

EAST

EAST

EAST

HALAM

SHADYSIDE

EAST

ROAD

D
SITE PLAN
CONTROL
BY-LAW 80-196
AMENDED BY
LAW NO.84-232

BURKHOLDER DRIVE BEN
PUBLIC SCHOOL

FRANKLIN

CRESCENT

CITY OF HAMILTON
- RECOMMENDATION -

216X1X1

DATE: 1993 November 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

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NOV 26 1993

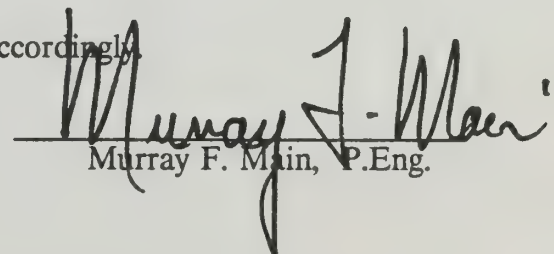
CITY CLERKS

SUBJECT:

No. 52 Picton Street West - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-283-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Picton Street West commencing at a point 204 feet west of MacNab Street North and extending to a point 23 feet westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.

BACKGROUND:

In 1992 City Council approved a request from Mr. Bango, 52 Picton Street West, to implement a reserved "Permit Parking" space in front of his home since he is disabled. However, Mr. Bango has advised that he will be moving and no longer requires the regulation. Therefore, it would be appropriate to remove the existing "Permit Parking" regulation. This will restore one unrestricted parking space to the street.

The Traffic Department has reviewed this matter and concurs with this request.

MT/CVB/ks

F-1/S-838

F-1

LEANDER DRIVE
BAY STREET
WOOD STREET
BURLINGTON STREET

D/S-176

VACAULEY STREET

D

PICTON STREET

F-1

F-1

NICHOL STREET

FERRIE STREET

STREET

DE/S-65

DE-3

H/S 818

JAMES STREET

NORTH STREET

STREET

STREET

NORTH

STREET

MACNAB

NORTH

STREET

MACNAB

WEST

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J

A

STIMCOE STREET

STREET

WEST

STREET

CITY OF HAMILTON
- RECOMMENDATION -

2(6Xixj)

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 25 1993

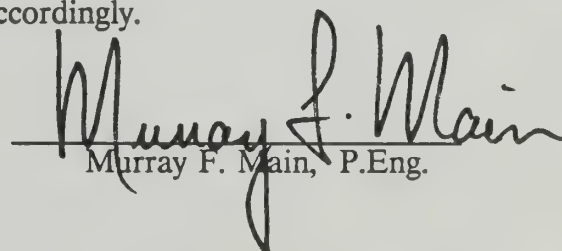
CITY CLERKS

SUBJECT:

School Bus Loading Zone on Acadia Drive adjacent to St. Jean de Brebeuf High School.
[TEC-284-93]

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Acadia Drive commencing at a point 225 feet south of the south curb line of Butler Drive and extending to a point 116 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

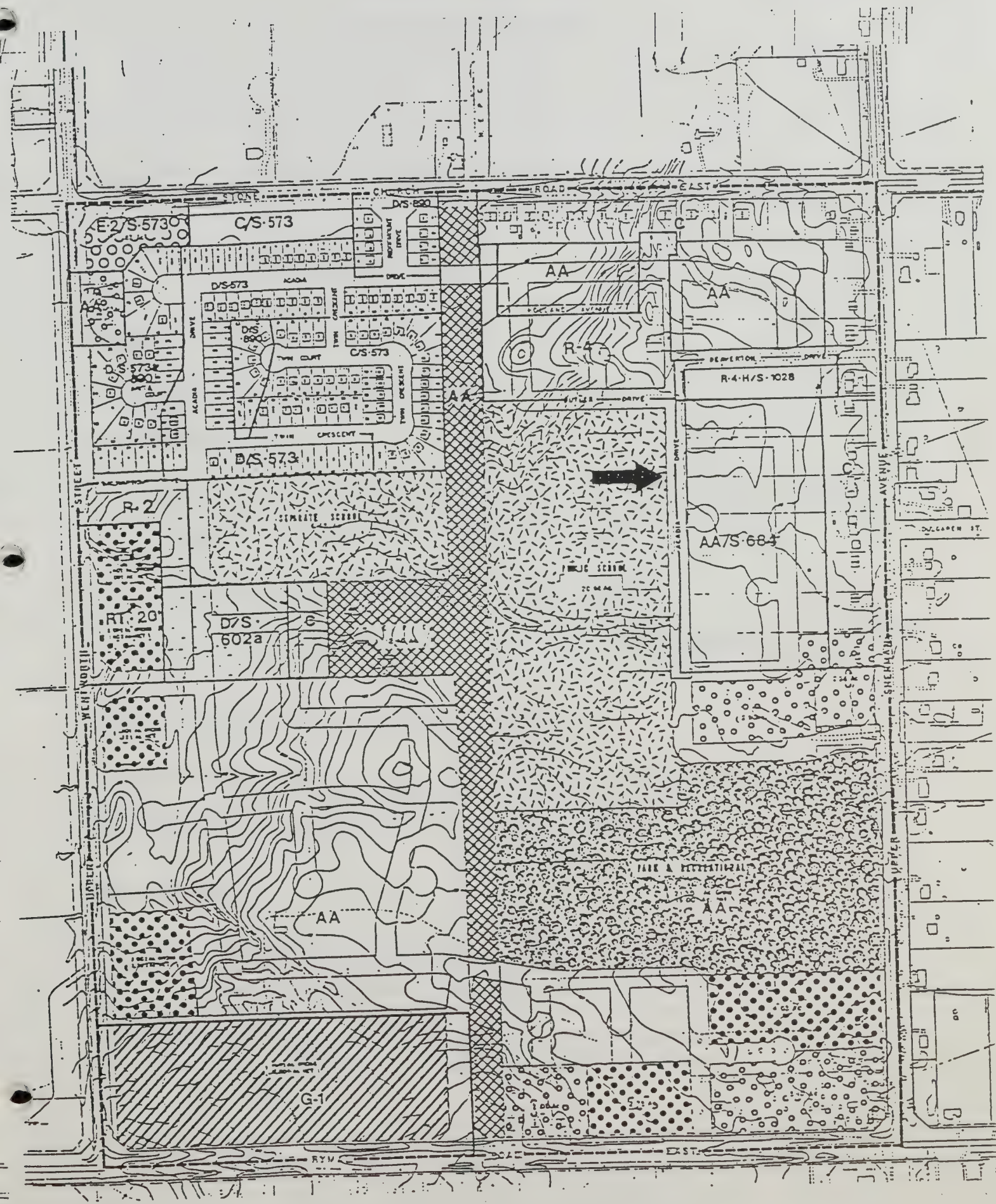
Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As a result of a request by the Hamilton-Wentworth Separate School Board in December of 1992, the Transport and Environment Committee and City Council in February of 1993 approved the removal of the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Acadia Drive adjacent to St. Jean de Brebeuf High School. At that time, the Board had implemented a plan to load/unload students on school property.

The Board has now advised that loading/unloading on the school property is undesirable for various reasons and they have now requested that the School Bus Loading Zone be re-instated on Acadia Drive. Recent re-construction of Acadia Drive included a bus bay adjacent to the High School. A portion of this area is occupied by a Hamilton Street Railway bus stop while the remainder of the area is signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday". The Traffic Department concurs with the request to replace the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation within the bus bay with a School Bus Loading Zone and the result will be no reduction of on-street parking. This area will provide for the loading/unloading of approximately three school buses at any one time. Loading/unloading by private vehicles can take place on the east side of Acadia in the existing No Parking area.

TA/MH/ks



2(B)(X)(K)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

NOV 26 1993

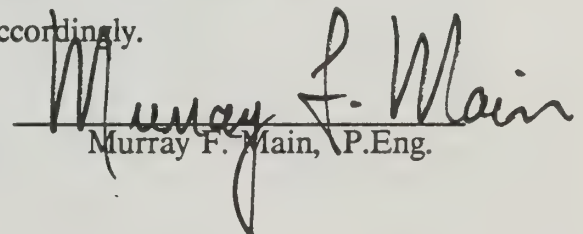
CITY CLERKS

SUBJECT:

Keith Street - Parking Regulations. [TEC-285-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Keith Street from Douglas Street to Cheever Street in conjunction with the existing "Alternate Side Parking" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each permit would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 29 one, two and three family dwellings abutting Keith between Douglas and Cheever, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Keith Street in conjunction with the existing "Alternate Side Parking" regulation. Seventeen of the nineteen residents who signed the petition are in favour of the requested regulation and two are opposed.

Keith Street has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation would prohibit long-term non-resident parking in this block and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 59 percent of the abutting residents are in favour of the requested parking regulation, the Traffic Department concurs with the request.

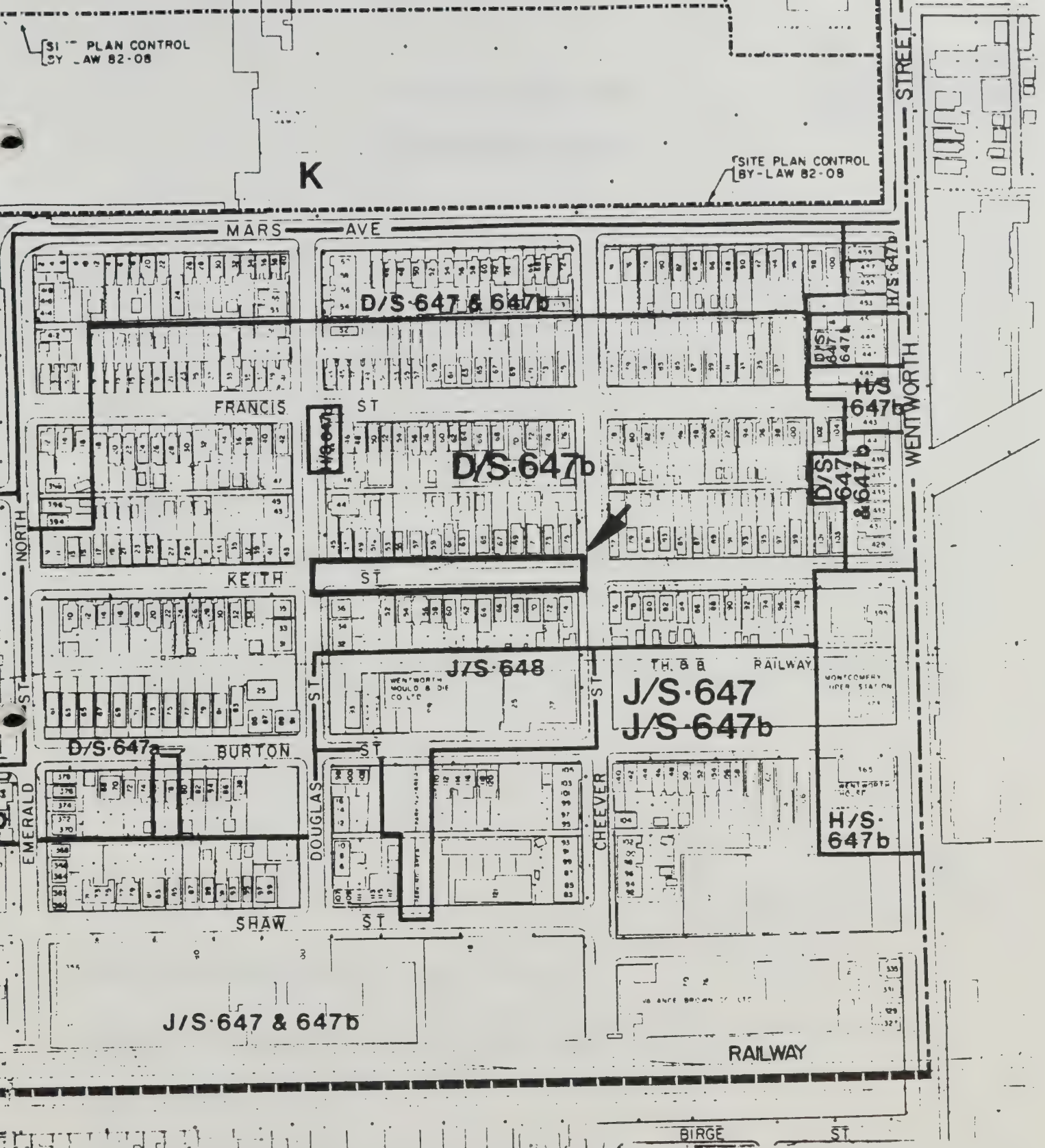

MT/CVB/ks



SITE PLAN CONTROL
BY-LAW 82-08

K

SITE PLAN CONTROL
BY-LAW 82-08



CITY OF HAMILTON
- RECOMMENDATION -

21(11)

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

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NOV 25 1993

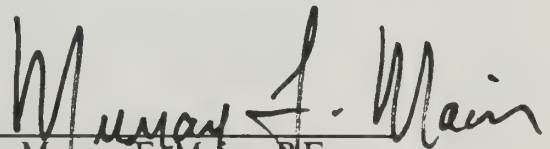
CITY CLERKS

SUBJECT:

Intersection of Aberdeen Avenue and Bay Street South - Corner Clearance. [TEC-286-93]

RECOMMENDATION:

- a) That a " No Stopping" corner clearance be implemented on the west side of Bay Street South commencing at Aberdeen Avenue and extending to a point 82 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

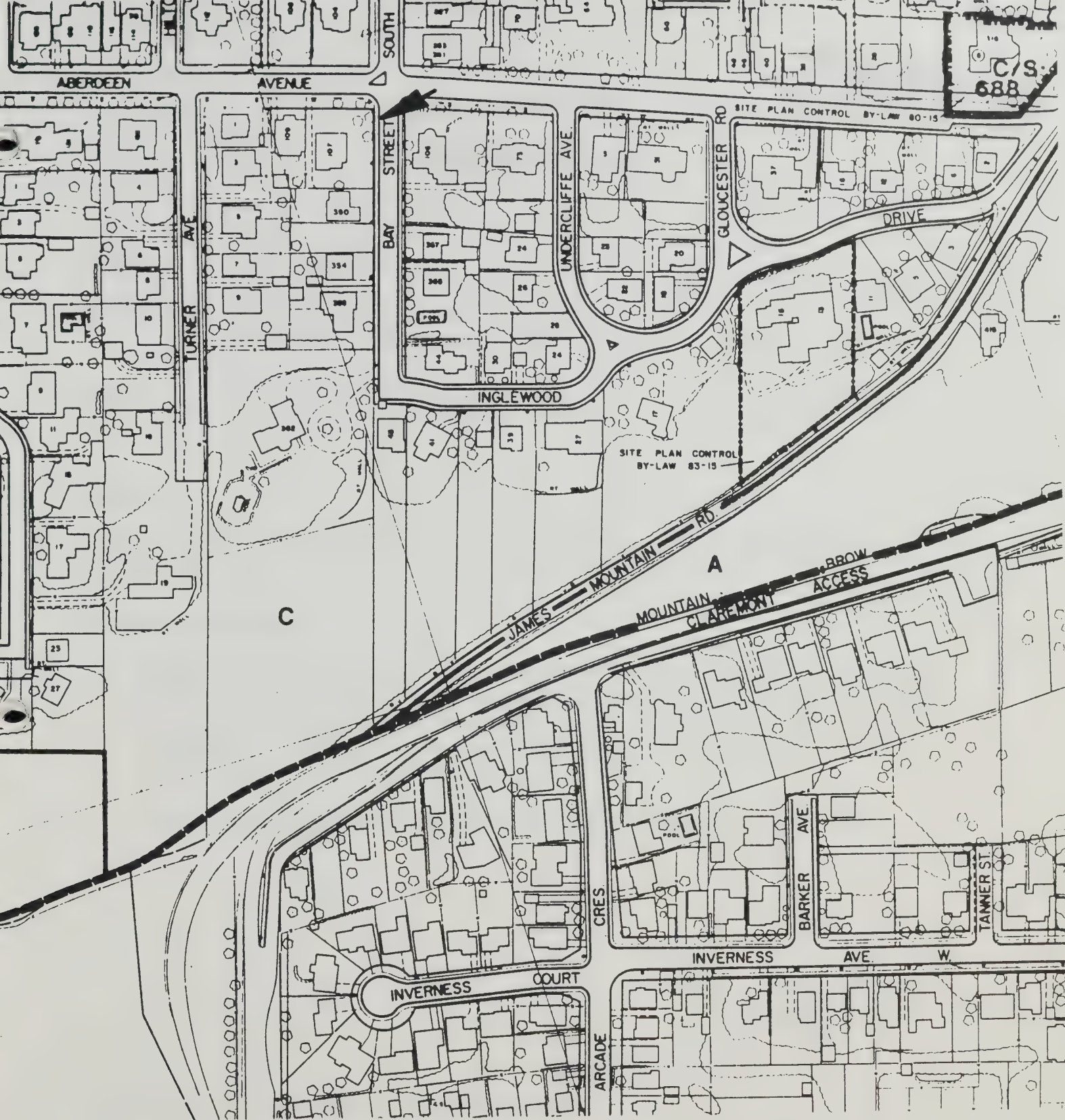
BACKGROUND:

The Traffic Department has received two requests, one from Mr. Donald Kennedy, No. 107 Aberdeen Avenue and one from Dr. Henry Whitleson, 43 Inglewood Drive, that a "No Stopping" corner clearance be implemented on the west side of Bay, directly adjacent to Mr. Kennedy's home.

Bay has a 27 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides between Aberdeen and Inglewood. Mr. Kennedy and Dr. Whitleson have expressed concern that when vehicles are parked on both sides of Bay, south of Aberdeen, turning movements are obstructed to some degree. An investigation has confirmed that parked vehicles in this area do obstruct turning movements and therefore, staff concur with this request.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space. However, since virtually all area residents have available off-street parking the Traffic Department does not anticipate any parking difficulties for area residents.

MT CVB
MT/CVB/ks



All Lands Within This Neigh
To Site Plan Control By-law

2 (6/11/93)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

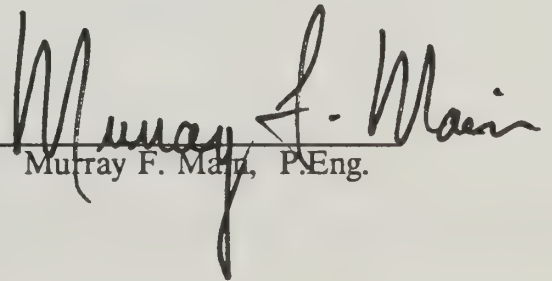
CITY CLERKS

SUBJECT:

No. 198 Wood Street East - Request to Shorten an Existing "Permit Parking" Regulation.
[TEC-287-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the south side of Wood Street East which commences at a point 133 feet east of Ferguson Avenue North and extends to a point 48 feet easterly therefrom be shortened such that the regulation commences at a point 133 feet east of Ferguson Avenue North and extends to a point 24 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

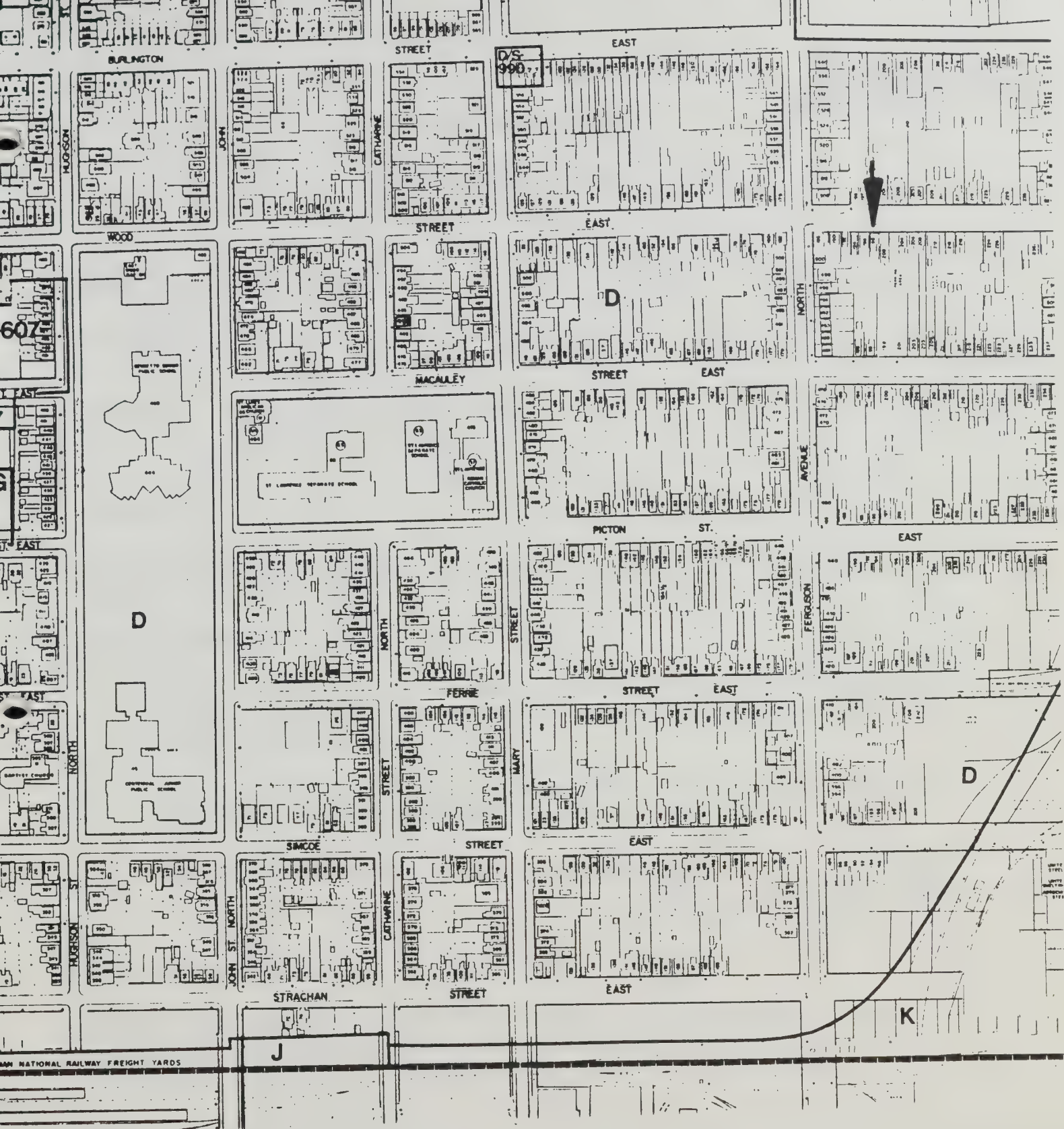
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of relocating the signs.

BACKGROUND:

In April 1992, City Council approved a by-law to implement a 48 foot "Permit Parking" regulation for two disabled residents, Mr. Battrum, 196 Wood Street East and Mr. Giuseppe, 198 Wood Street East. However, Mr. Giuseppe has recently advised that he will be moving and no longer requires the regulation in front of his property. Therefore, it would be appropriate to shorten the regulation, but to retain the portion of "Permit Parking" in front of Mr. Battrum's home.

The net result of shortening the existing "Permit Parking" regulation would be the provision of one additional unrestricted on-street parking space.


MT/CVB/ks



2611XN

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

CITY CLERKS

SUBJECT:

No. 32 Cambridge Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-290-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Cambridge Avenue commencing at a point 144 feet west of Robins Avenue and extending to a point 23 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. George Lyon, No. 32 Cambridge Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. George Lyon, No. 32 Cambridge Avenue, that a reserved "Permit Parking" space be designated on the south side of Cambridge Avenue in front of his home since he is disabled.

Cambridge Avenue has a 24 foot pavement width, and presently, there is unrestricted parking on the south side and a parking prohibition on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Lyon possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


MT/CVB/kg



CITY OF HAMILTON
- RECOMMENDATION -

26XIXA

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

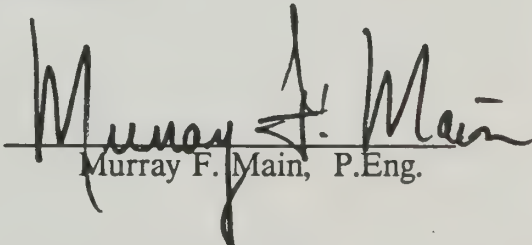
CITY CLERKS

SUBJECT:

Intersection of Glendale Avenue North and Primrose Avenue - Corner Clearances. [TEC-291-93]

RECOMMENDATION:

- a) That the existing "No Stopping" corner clearance on the west side of Glendale Avenue North which commences at Primrose Avenue and extends to a point 45 feet southerly therefrom be removed; and
- b) That the existing "No Stopping" corner clearance on the east side of Glendale Avenue North which commences at Primrose Avenue and extends to a point 63 feet southerly therefrom be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

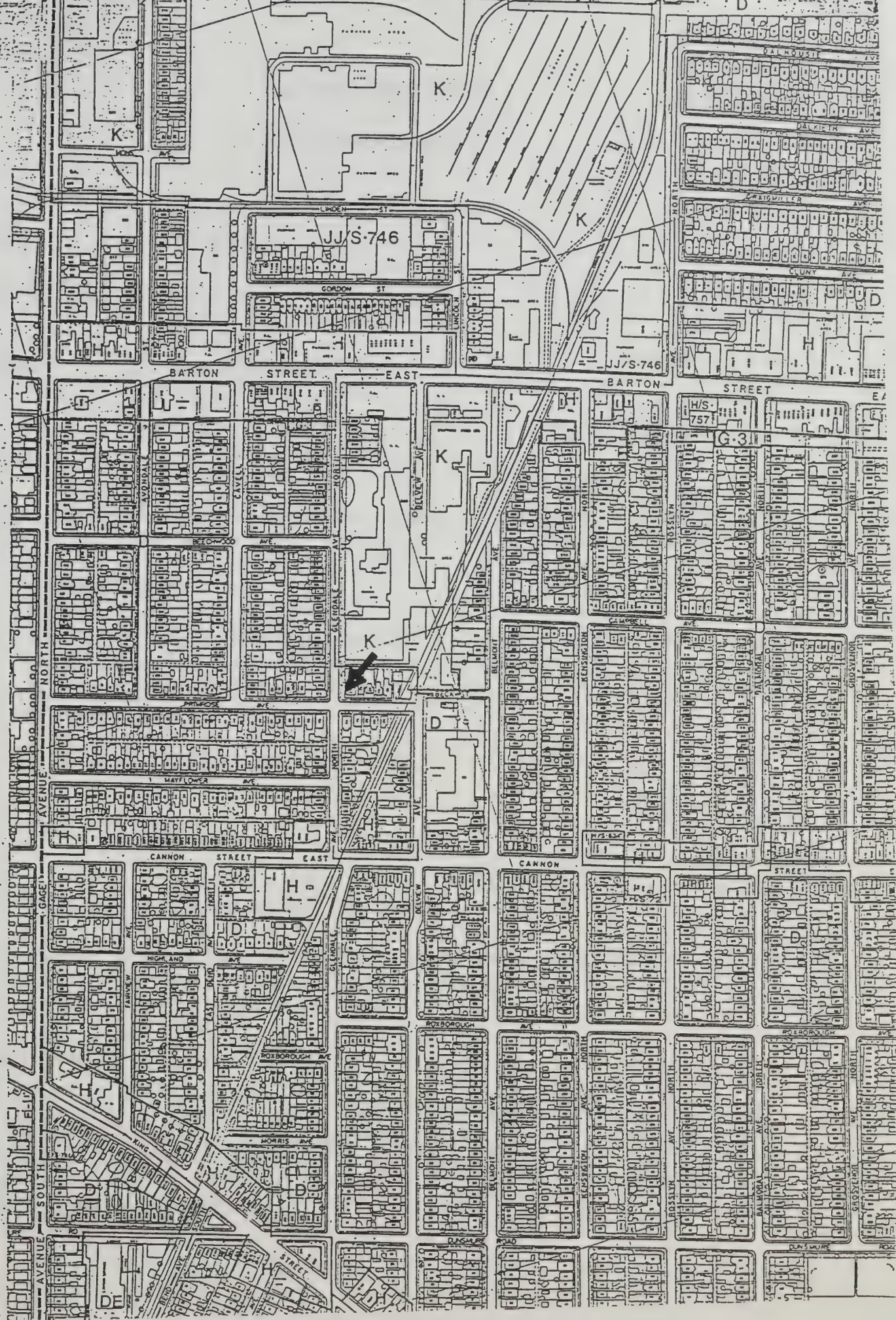
BACKGROUND:

Alderman Don Drury advised the Traffic Department of a resident's request that the existing "No Stopping" corner clearances on Glendale Avenue North, immediately north and south of Primrose Avenue, be shortened or removed such that additional on-street parking could be provided.

In June 1990, City Council approved a recommendation to switch the direction of stop control such that northbound and southbound traffic on Glendale is now required to stop for eastbound and westbound traffic on Primrose. Consequently, some of the "No Stopping" corner clearances are no longer required and may be removed. It would be beneficial to maintain the corner clearances on both sides of Glendale, north of Primrose to facilitate trucks turning northerly from Primrose onto Glendale towards Barton, which is the nearest designated truck route. However, staff has no objection to removing the corner clearances on both sides of Glendale, south of Primrose.

The net result would be the provision of approximately three additional on-street parking spaces.


MT/CVB/kg



2(Brixp)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 29 1993

CITY CLERKS

SUBJECT:

Morgan Road - Request for a Wheelchair Loading Zone adjacent to 18 Caroga Court.
[TEC-296-93]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 10:00 p.m., seven days a week" regulation be implemented on the north side of Morgan Road commencing at a point 28 feet west of Caroga Court and extending to a point 30 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from John Baxter of Rygiel Homes, that a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 10:00 p.m., seven days a week" regulation be designated on the north side of Morgan, adjacent to 18 Caroga Court since there are four disabled residents who require the use of Darts buses. Rygiel Home is the registered owner of this property.

Morgan has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted parking on the north side of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space adjacent to the subject property. However, since there would be unrestricted parking for the remainder of the north side of the street and virtually all area residents have available off-street parking, staff do not anticipate any parking difficulties for area residents and concurs with the request.


MT/CVB/ks

E/S-142

S-744

COURT

48

DOWN

ROAD

MOUNTAIN

FREEWAY

BONAVENTURE

DRIVE

CLIFTON
DOWN
ROAD

MORGAN

ROAD

D/S-105
CAROGA CT.

D/S-113

DE/S-478

DE-2/S-113

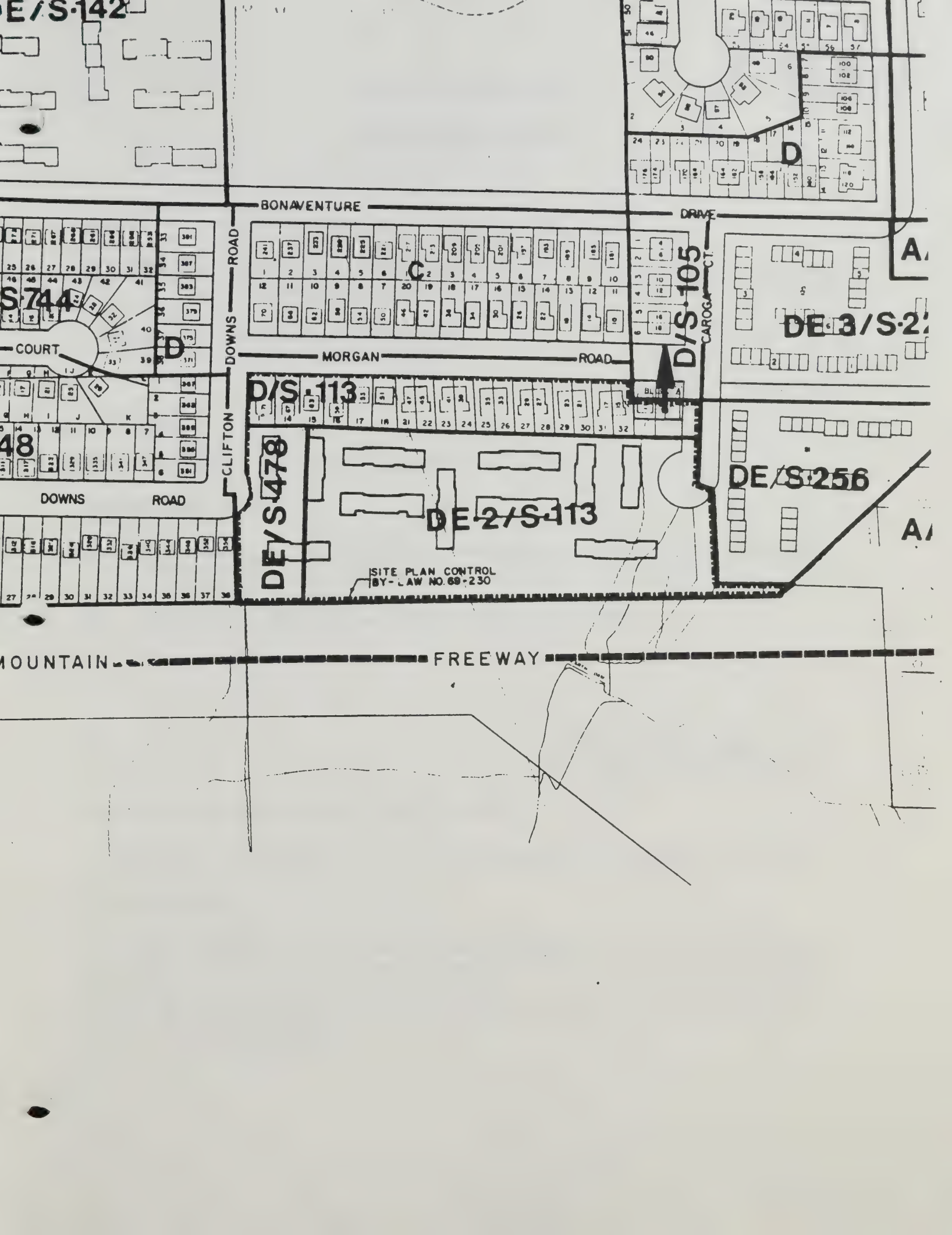
SITE PLAN CONTROL
BY- LAW NO. 68-230

DE/S-256

DE-3/S-2

A

A



2(BXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 26

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

NOV 26 1993

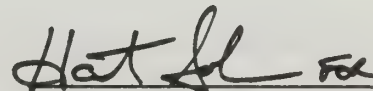
CITY CLERKS

SUBJECT:

Mall Road - Lane Designation. [TEC-280-93]

RECOMMENDATION:

- a) That the centre lane of Mall Road be designated as a two-way left turn lane from 100m to 265m south of Mohawk Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1993 budget to cover the cost of re-painting and signing.

BACKGROUND:

The Traffic Department has received complaints regarding the difficulty pedestrians have crossing Mall Road. Mall Road currently operates as two through lanes in each direction. There are eight driveways on the west side, and two driveways on the east side of Mall Road. The high volume of pedestrians have difficulty crossing the street, because gaps in vehicular traffic are infrequent.

Since the pedestrian crossings are not concentrated at any one point, but occur through out the entire length, pedestrian crossings on Mall Road would be assisted by a two-way left turn lane. Pedestrians would only have to cross one lane of traffic and then could stand in the two-way left turn lane and wait to complete the crossing rather than crossing both directions and four lanes of traffic in one movement. In addition, the flow of traffic would be improved by removing left turning vehicles from the through traffic lanes. The experience with two-way left turn lanes on Upper James Street, Mohawk Road and Main Street West indicate that these are effective in assisting pedestrians to cross the road.

The collision record indicates that from 1989 to present there have been thirteen reported collisions. A pedestrian was involved in one collision and eight collisions involved left turning drivers. The two-way left turn lane should improve the collision history at this location.

It is recommended that Mall Road be changed from two through lanes in each direction to one through lane in each direction with a centre two-way left turn lane.

GF/ca

2(BXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

CITY CLERKS

SUBJECT:

Garth Route and the Upper James Route - New Bus Stops. [TEC-273-93]

RECOMMENDATION:

- a) That in accordance with the request by the Hamilton Street Railway Company the following new bus stops be approved:

Route 32 and Route 27A

Add - Southbound - Garth Street, west side, 43 feet north of the centre line of Gisele Drive (N/S); and

Add - Northbound - Garth Street, east side, 3 feet south of the projected south curb line of Gisele Drive (M/B); and

- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to establish two new bus stops on both sides of Garth Street, immediately north of Gisele Drive to serve the Garth and Upper James bus routes.

Parking is presently prohibited on both sides. Thus, there would be no loss of any on-street parking spaces. The Traffic Department does not anticipate any parking difficulties for area residents. The proposed bus stops are satisfactory from a traffic point of view. Therefore, the Traffic Department concurs with the request.


MT/CVB/kg



31 33

SANATORIUM RD. WEST

41

MOHAWK RD. WEST

34

UPPER PARADISE RD.

27A

32

27A

45

LIMERIDGE RD. WEST

27

CHESTER AVE.

CHESLEY AVE.

WEST 5TH ST.

STONE CHURCH RD. W.

Connell Park

WEST 5TH ST.

27

35

South Hamilton Square

RYMAL RD. WEST

YATES GATE

27A

32

BUTTY PASS

St. Elizabeth Village

Sparling Ave.

Kennedy Ave.

Malton Dr.

Alderson Dr.

2(Bxiv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

CITY CLERKS

SUBJECT:

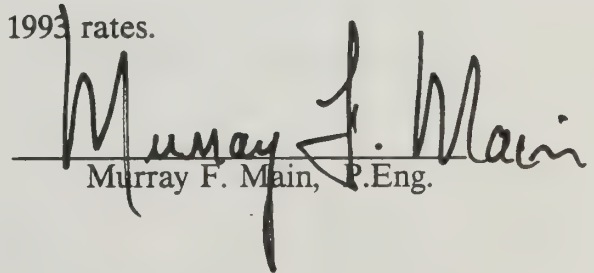
Canadian Corps of Commissionaires Annual Billing Rates for 1994 [TEC-282-93]

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), for parking enforcement services for 1994, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

<u>POSITION</u>	<u>BILLING RATE</u>
Sergeant	\$11.70
Corporal	\$11.20
Commissionaire	\$10.77

*NOTE: The above rates represent a 0% increase over 1993 rates.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1994 Traffic Department operating budget estimates to cover the cost of acquiring these services.

BACKGROUND:

For many years, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with additional parking by-law enforcement services, and the services provided have been very satisfactory.

The requested billing rates represent a 0% increase over the 1993 rates.

MH
MH/jd

cc: Mr. Tom Bradley, Manager of Purchasing

2(BXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

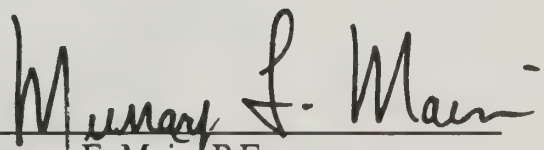
CITY CLERKS

SUBJECT:

Neighbourhood Watch Program for the Parkview East Neighbourhood. [TEC-293-93]

RECOMMENDATION:

- a) That the Parkview East Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch signs for the Parkview East Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).


Murray F. Main P.Eng.

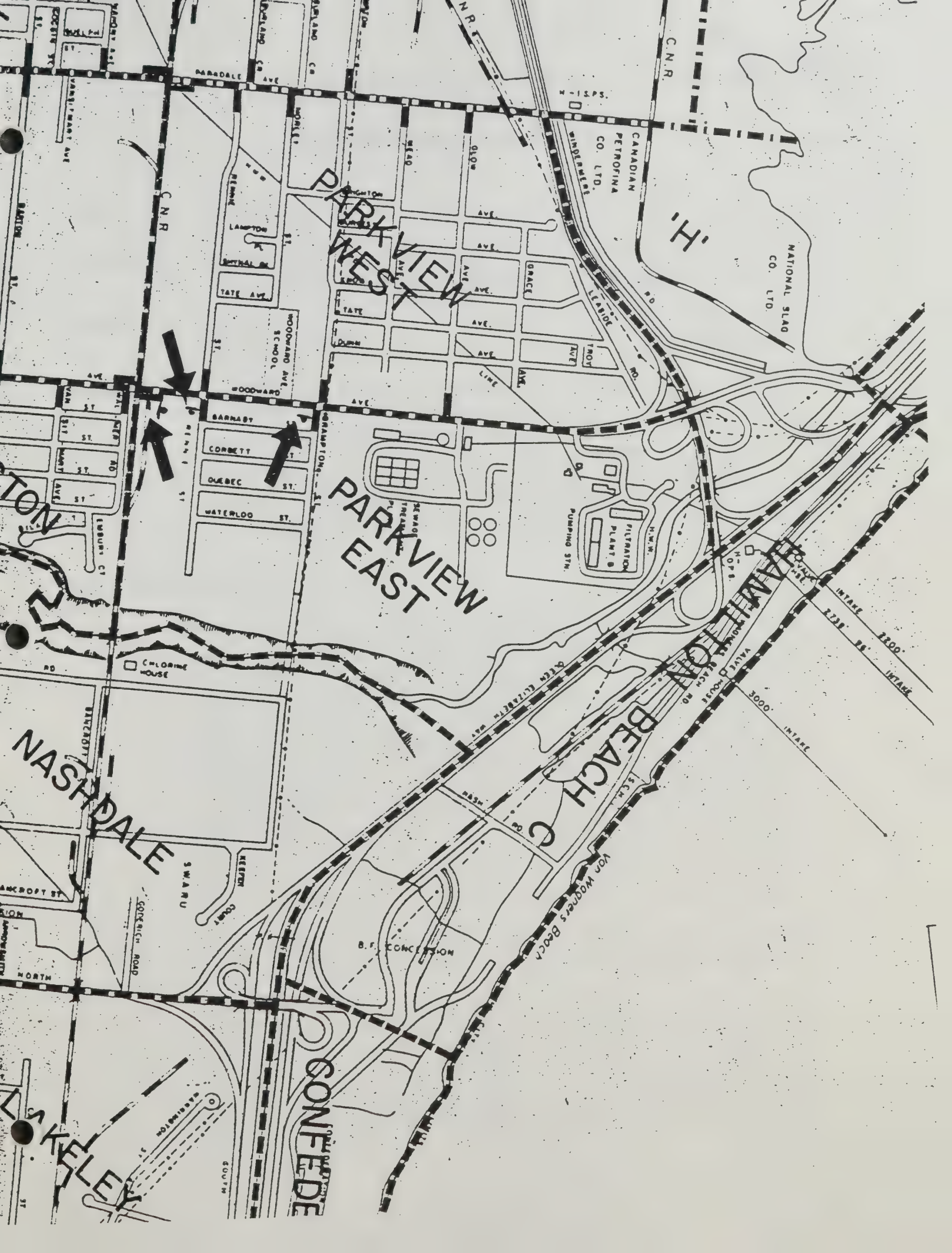
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs in the Parkview East Neighbourhood is approximately \$481.50. At present, no funds remain in the 1993 Neighbourhood Watch account. However, since this work will be undertaken in the early part of 1994, sufficient funds will be available for the 1994 Neighbourhood Watch Program for this work.

BACKGROUND:

The Regional Police Department has confirmed that the Parkview East Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Funding will be available as described above. Therefore, the Traffic Department concurs with this request.

GK/kg



26(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED

NOV 25 1993

CITY CLERKS

SUBJECT:

- a) Option to Purchase Agreement and Authority to Enter - Lucy and Santo Boffa - Part 6, Plan 62R-12388, 647 Rymal Road West
- b) Option to Purchase Agreement - Thomas Sullivan Parts 4 and 5, Plan 62R-12388, 647 Rymal Road West
- c) Offer to Purchase Agreement and Authority to Enter - Thomas Sullivan, Part 3, Plan 62R-12388, 647 Rymal Road West

RECOMMENDATION:

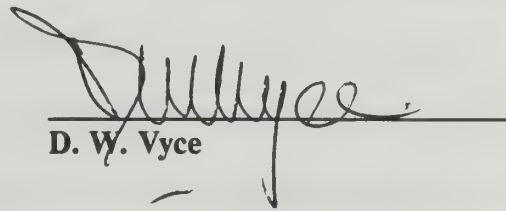
- a)
 - i) That an Option to Purchase Agreement by the City, duly executed by the owners, Lucy and Santo Boffa, on 1993 November 17, and scheduled for closing within thirty (30) days of completion of all conditions set out in this agreement but in any event, no later than 1995 January 15, for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, being composed of part of Lot 1, Concession 1, having a frontage of 12.0 metres (39.37 feet) more or less, along the southerly limit of Rymal Road West, by a depth of 12.0 metres (39.37 feet) more or less, being triangular in shape and comprising a total area of 69.999 square metres (753.487 square feet) more or less, more particularly described as Part 6, on Reference Plan 62R-12388, known municipally as address 647 Rymal Road West, be approved and completed and the purchase price of \$5,275 be charged to Account No. CH 5X303 00102 (Reserve for Property Purchases).
 - ii) That as consideration in the amount of \$2 has been paid to the owner pursuant to this agreement, this amount be deducted from the purchase price.
 - iii) That it is understood and agreed that as a condition of this agreement, the City of Hamilton will reconstruct the driveway access currently opening onto Rymal Road West to a driveway location opening to be determined by the City onto the future extension of Upper Paradise Road, and the City further agrees to restore the previous driveway lands by removing the existing gravel, replacing with soil and sodding the disturbed area in a manner consistent with the surrounding area and to the satisfaction of the City.

- iv) That it be understood and agreed that on closing of this transaction, the City will grant a single 20 foot right-of-way in favour of the Purchaser over Part 2 on Reference Plan 62R-12388, for driveway purposes to the existing residence until such time as the land servicing costs are fully recovered by the City and the reserved lands are transferred to the Purchaser, his successors, agents or assigns.
 - v) That it be understood and agreed that the City agrees to pay Lucy and Santo Boffa's reasonable legal fees, provided the account for Legal Services, the hourly rates and hours incurred are satisfactory to the City Solicitor.
 - vi) That upon closing, the Senior Director of Roads be authorized and directed at his discretion to incorporate said Part 6, Plan 62R-12388 into the City road allowance.
 - vii) That it be understood and agreed that attached to this Option to Purchase Agreement as Schedule "C" is an Authority to Enter, duly executed by Lucy and Santo Boffa, on 1993 November 17, authorizing the City, its servants and agents to enter upon the lands for the purposes of relocating, reconstructing and restoring the driveway access as called for in this agreement.
 - viii) That the Mayor and City Clerk be authorized and directed to execute the necessary agreements.
- b)
- i) That an Option to Purchase Agreement by the City, duly executed by the owner, Thomas Sullivan, on 1993 October 27, and scheduled for closing within thirty (30) days of completion of all conditions set out in this agreement but in any event no later than 1995 January 15, for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, being composed of part of Lot 1, Concession 1, having a frontage of 22.86 metres (75.0 feet) more or less, along the southerly limit of Rymal Road West, by a depth of 12.414 metres (40.728 feet) more or less, being irregular in shape and comprising a total area of 140.026 square metres (1,507.277 square feet) more or less, more particularly described as Parts 4 and 5 on Reference Plan 62R-12388, known municipally as 639 Rymal Road West, be approved and completed and the purchase price of \$4 be charged to Account No. CH 5X323 00102 (Reserve for Property Purchases).
 - ii) That it be understood and agreed that the City agrees to pay Thomas Sullivan's reasonable legal fees, provided the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.

- iii) That this Option be conditional upon and subject to the City of Hamilton accepting and successfully completing an Offer to Purchase executed by Thomas Sullivan for the sale of lands described as Part 3 on Reference Plan 62R-12388, save and except the westerly 0.3 metre of said Part 3, Plan 62R-12388, by the City, on or before the date agreed upon herein for closing. The said Offer to Purchase and the Option herein are to be accepted by the Council for the City of Hamilton concurrently and the closing of both transactions are to be contemporaneous with each other.
- iv) That upon closing, the Senior Director of Roads be authorized and directed at his discretion to incorporate said Part 4 on Plan 62R-12388 into the City road allowance.
- v) That the Mayor and Clerk be authorized and directed to execute the necessary documents.
- c)
 - i) That an Offer to Purchase, duly executed by Thomas Sullivan, on 1993 October 27, and scheduled for closing within thirty (30) days of completion of all conditions of this agreement, but in any event no later than 1995 January 15, for the purchase of the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, being composed of part of Lot 1, Concession 1, more particularly described as having a length of 68.834 metres (225.83 feet) more or less, by a depth of 4.167 metres (13.671 feet) more or less, being irregular in shape and comprising a total area of 295.55 square metres (3,181.3 square feet) more or less, being vacant land more particularly described as Part 3, on Reference Plan 62R-12388, be approved and completed and the purchase price of \$4 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).
 - ii) That it be understood and agreed that the exact area of the subject parcel of land to be transferred will be determined through a survey prepared by the City.
 - iii) That upon acceptance by City Council of the Offer and Option mentioned above, the Regional Surveyor be requested and directed to prepare a survey plan establishing a one foot reserve along the westerly 0.3 metre of said Part 3, Plan 62R-12388, and register said plan in the Registry Office as required.
 - iv) That the City agrees that Part 3, on Plan 62R-12388, shall be graded and sodded to the satisfaction of the City at its expense contemporaneously and as part of the road construction in conjunction thereto. It is further agreed that upon completion of such grading and sodding, said Part 3 shall be turned over to the Purchaser in a neat and tidy condition.

- v) That it be understood and agreed that on closing of this transaction the City will grant a single 20 foot right-of-way in favour of the Purchaser over the westerly 0.3 metre of said Part 3, for driveway purposes to the existing residence until such time as the land servicing costs are fully recovered by the City and the reserved lands are transferred to the Purchaser, his successors, executors, agents or assigns.
- vi) That it be understood and agreed that as a condition of this agreement, the City of Hamilton will reconstruct the driveway access currently opening onto Rymal Road West to a driveway location opening, to be determined by the City onto the future extension of Upper Paradise Road, and the City further agrees to restore the previous driveway lands by removing the existing gravel, replacing with soil and sodding the disturbed area in a manner consistent with the surrounding area and to the satisfaction of the City. The City herein acknowledges the presence of an underground electrical conduit existing on the westerly side of the existing driveway and agree to reconstruct the existing stone pillars to the new driveway entrance and reconnect the electrical conduit to the entrance pillar lights.
- vii) That the City agrees to pay Thomas Sullivan's reasonable legal fees, providing the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.
- viii) That this Offer be conditional upon and subject to the City of Hamilton accepting and successfully completing an Option to Purchase executed by Thomas Sullivan, for the purchase of a portion of the property located at 639 Rymal Road West, designated as Parts 4 and 5 on Reference Plan 62R-12388, by the City on or before the date agreed upon herein for closing. The said Option to Purchase and the Offer herein are to be accepted by the Council for the City of Hamilton concurrently and the closing of both transactions are to be contemporaneous with each other.
- ix) That it be understood and agreed that the City agrees to remove the septic tank system, if any, located on the said land upon the request of the purchaser, his successors, executors, agents or assigns; which request shall necessarily be made within two (2) years of the closing of the transaction. The Vendor further agrees to generally do such things as may reasonably be required to restore the property to its original condition.
- x) That it be understood and agreed that attached to this Offer to Purchase Agreement as Schedule "C" is an Authority to Enter, duly executed by Thomas Sullivan, on 1993 October 27, authorizing the City, its servants or agents to enter upon the lands for the purposes of relocating, reconstructing and restoring the driveway access as set out within this agreement.

- xi) That the Mayor and Clerk be authorized and directed to execute the necessary agreements.
- d) That, upon completion of the Option to Purchase with Mr. Sullivan noted above, the Director of Property be authorized and directed to negotiate an Offer to Purchase Agreement at fair market value and in a form satisfactory to the City Solicitor with the Regional Municipality of Hamilton-Wentworth to sell said Part 5, Plan 62R-12388 to the Region for road widening purposes.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On 1992 August 25, City Council approved Item 27 of the 9th Report of the Transport and Environment Committee thereby purchasing the property known municipally as 643 Rymal Road West.

The result of this purchase allowed for the optimal alignment of Upper Paradise Road as it crossed Rymal Road West at a significant savings to the City. In order to ensure future traffic flow and increased safety, daylight corners were identified as desirable at this intersection.

The land exchange with Mr. Sullivan provides him with almost two (2) times the amount of land being acquired by the City. This favours Mr. Sullivan by an amount of approximately \$11,716. It was felt that these costs would be greatly mitigated through the City's alleviation of maintenance costs which after a period of five (5) years may actually result in a savings.

- * Consequently, we are recommending that each of these agreements be approved and completed.
- * Upon completion of this exchange, it is the City's intention to sell Part 5, Plan 62R-12388 to the Region at the same cost in which it was acquired (\$8,288.49), for the purposes of incorporation into the Regional Road known as Rymal Road West.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

G. Aston, Director, Programming and Development, Roads Department

E. Chajka, Manager of Road Development, Roads Department

E. M. Gill, P. Eng., Senior Director, Roads Department

ON THIS PLAN
CONVERTED TO

UPPER
PARADISE
ROAD

SCHEDULE

PART	INSTRUMENT NO.	LOT	CON
1			
2	244627C.D. (REM.)		
3			
4	389047C.D.	1	
5			
6	381012C.D.		
7			
8	42737A.B. (2ndly)		

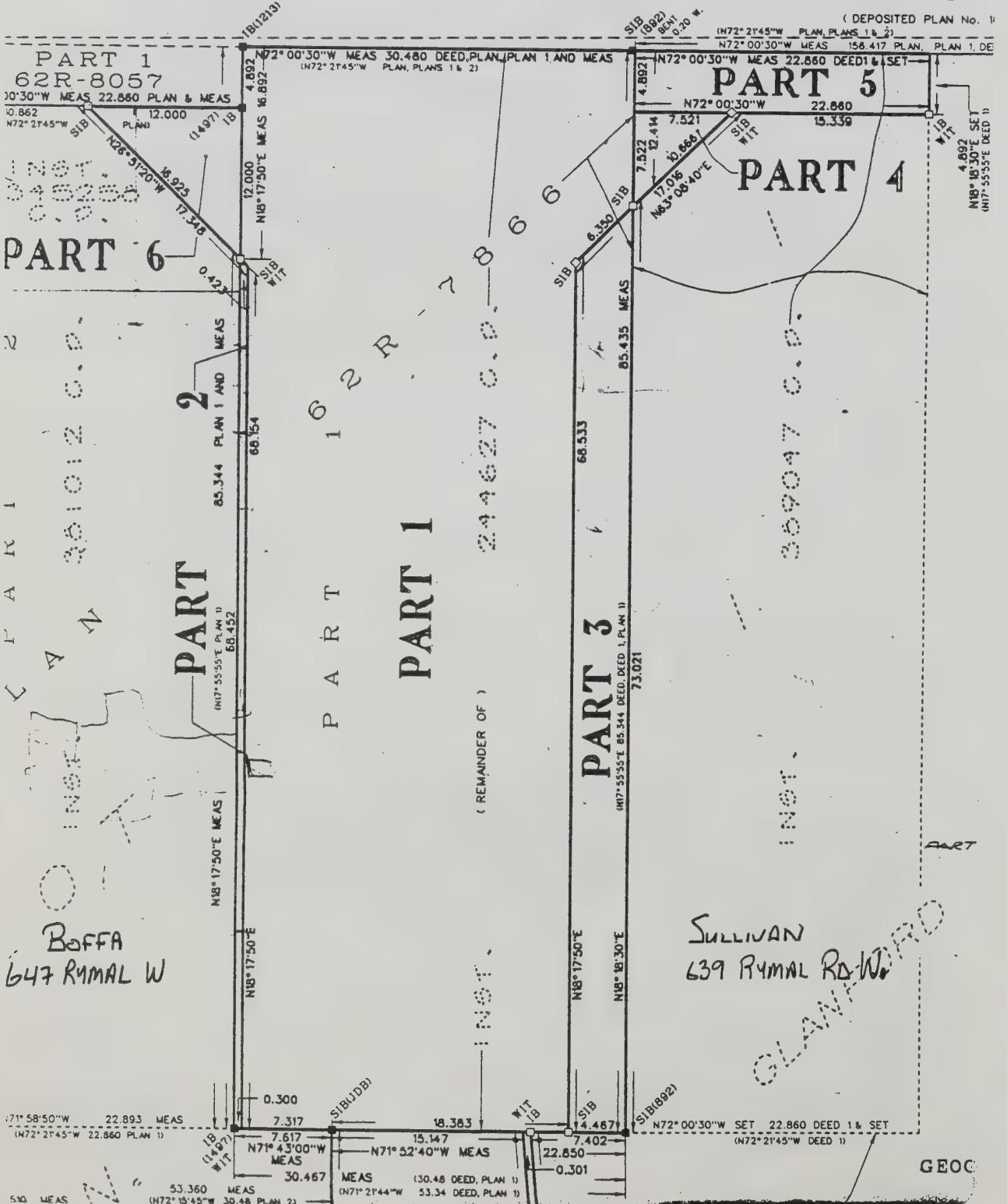
RYMAL
REGIONAL ROAD No. 153

ROAD

(FORMERLY THE KING'S HIGHWAY No. 53)

ALLOWANCE BETWEEN TOWNSHIPS OF GLANFORD AND BART

(DEPOSITED PLAN No. 11)



PLAN 62R 12388

OPTION TO PURCHASE

BETWEEN: LUCY BOFFA
SANTO BOFFA

Hereinafter called "the Owner"
OF THE FIRST PART:

647 Rymal Road West
In care of Hamilton, Ontario
L9B 1B7

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----- DOLLARS (\$2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 1, Concession 1, in the geographic Township of Glanford, having a frontage of 12.0 metres (39.37 feet) more or less, along the southerly limit of Rymal Road West by a depth of 12.0 metres (39.37 feet) more or less, being triangular in shape and comprising a total area of 69.999 square metres (753.487 square feet) more or less, and designated as Part 6 on Reference Plan 62R-12388.

Forming part of this Option to Purchase are Schedule(s) A & B attached hereto.

The purchase price of the said property shall be the sum of FIVE THOUSAND TWO HUNDRED AND SEVENTY-FIVE----- DOLLARS (\$5,275.00) of lawful money of Canada.

The sum of \$2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 21st day of December 1993, and may be accepted by a letter mailed or delivered to the Owner at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed within thirty (30) days of completion of all conditions set out in this agreement but in any event no later than January 15, 1995 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

SIGNED, SEALED AND DELIVERED)
in the presence of) Lucy Boffa (Seal)
) LUCY BOFFA
)
) Santo Boffa (Seal)
) SANTO BOFFA
)
)

The Undersigned Spouse of the Owner hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

In consideration of the sum of Two Dollars (\$2.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Owner hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year - Month - Day

_____	_____	_____
Witness	Spouse	Date (Seal)

UPPER
PARADISE
ROAD

PART	INSTRUMENT NO.	LOT	CONCESSION	AREA
1	244627C.D. (REM.)	1	.	0.2
2				0.0
3				0.0
4				0.0
5	389047C.D..			0.0
6	381012C.D.			0.0
7	42737A.B.. (2ndly)			0.0
8				0.0

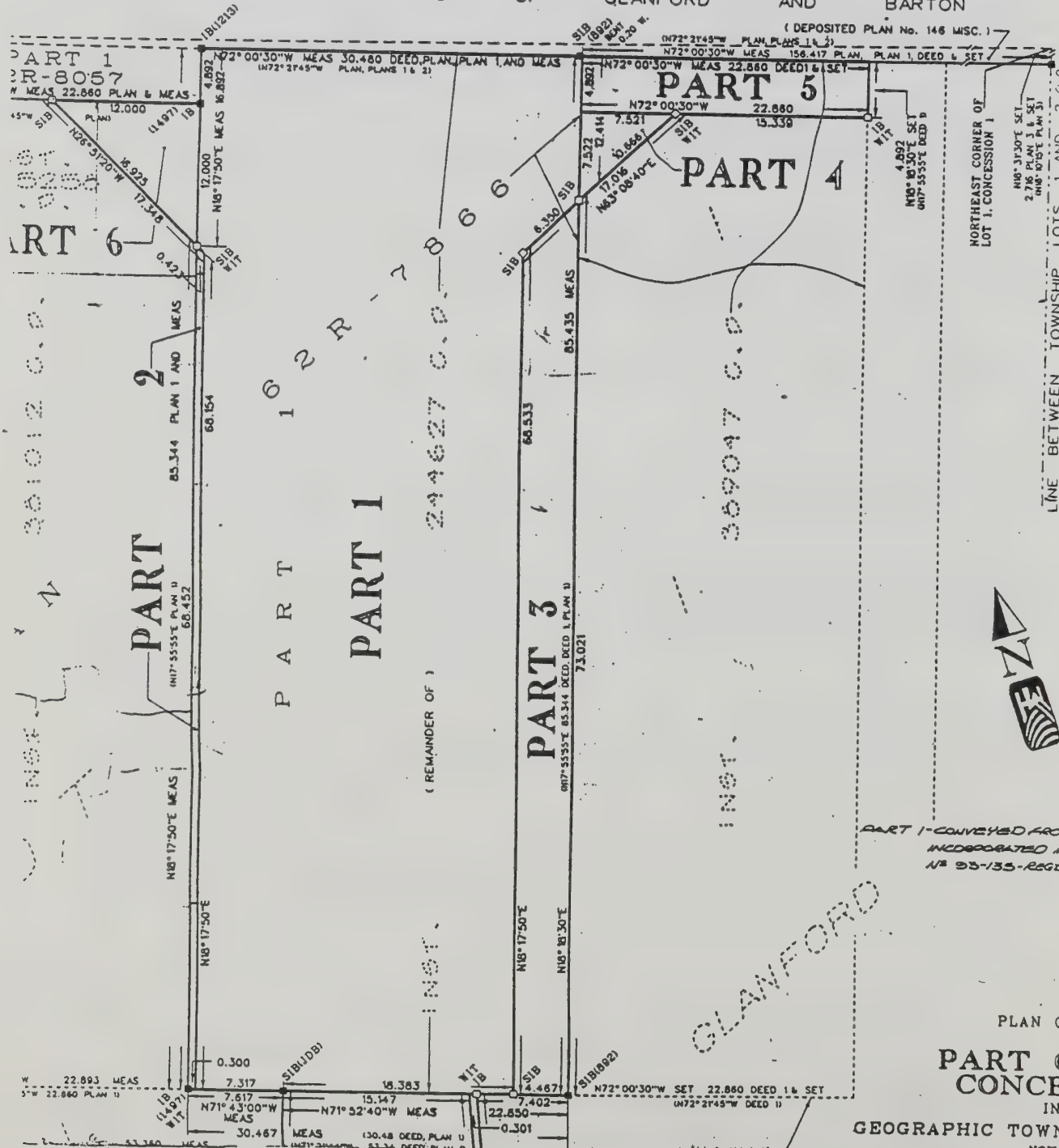
R Y M A L
IONAL ROAD No. 153

R O A D

(FORMERLY THE KING'S HIGHWAY No. 53)

LOWANCE BETWEEN TOWNSHIPS OF GLANFORD AND BARTON

(DEPOSITED PLAN No. 146 MISC.)



PLAN O

PART C
CONCE

GEOGRAPHIC TOWN

PLAN 62R12388

SCHEDULE "B"

AUTHORITY TO CITY TO ENTER PRIVATE LAND

TO: THE CORPORATION OF THE CITY OF HAMILTON

WHEREAS The Corporation of the City of Hamilton

(hereinafter called the "City"), requests permission to enter the private property known municipally as 647 Rymal Road West, being in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth, more particularly described as part of Lot 1, Concession 1, in the geographic Township of Glanford, having a frontage along the southerly limit of 22.86 metres (75.0 feet) more or less, by a depth of 80.452 metres (263.95 feet) more or less, comprising a total area of 1,839.13 square metres (19,796.25 square feet) more or less, as set out in Instrument No. 381012 C.D..

(HEREINAFTER referred to as the "Land")

AND WHEREAS

LUCY BOFFA AND SANTO BOFFA

(hereinafter called the "Owner"), does herein state that it is the registered owner and it has been and is in lawful, quiet and continuous possession of the said Land.

In consideration of the City:

- (1) assuming all risk not previously existing, directly resulting from entry on the said Land by the City; and,
- (2) assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings, structures or highway occasioned by reason of the construction of the Works.

The said Owner does hereby authorize the City, its servants and agents to make entry after the date hereof on the said Land as the City may require for the purposes of relocating, reconstructing and restoring the driveway access of the subject property as set out in this Option to Purchase or other municipal purposes pertaining to the said works provided that (notwithstanding this Authority to Enter and any construction of the Works) where the said Land is sold by the Owner to the City or expropriated by the City, the sale or expropriation shall be completed and consideration paid or compensation determined and paid in the same manner and to the same extent as if:

- (i) the Owner did not give this Authority to the City to Enter the Land: and,
- (ii) the City did not construct the Works and assume any risk, costs or expenses in connection therewith.

DATED at Hamilton this 19 day of Nov, 1993

WITNESS:

Lucy Boffa
LUCY BOFFA

Santo Boffa
SANTO BOFFA

OPTION TO PURCHASE

BETWEEN: THOMAS SULLIVAN

Hereinafter called "the Owner"
OF THE FIRST PART:

In care of 639 Rymal Road West
Hamilton, Ontario
L9B 1B7

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----- DOLLARS (\$2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 1, Concession 1, in the geographic Township of Glanford, having a frontage of 22.86 metres (75.0 feet) more or less, along the southerly limit of Rymal Road West, by a depth of 12.414 metres (40.728 feet) more or less, being irregular in shape and comprising a total area of 140.026 square metres (1,507.277 square feet) more or less, and designated as Parts 4 and 5 on Reference Plan 62R-12388.

Forming part of this Option to Purchase are Schedule(s) A & B attached hereto.

The purchase price of the said property shall be the sum of FOUR----- DOLLARS (\$4.00) of lawful money of Canada.

The sum of \$2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 21st day of December 1993, and may be accepted by a letter mailed or delivered to the Owner at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed within thirty (30) days of completion of all conditions set out in an Offer to Purchase executed by Thomas Sullivan and to close contemporaneously with this Option but in any event no later than January 15, 1995, on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

SCHEDULE "A"

Property

Owner's Interest

Part of the Property Located
at 639 Rymal Road West
Parts 4 and 5, Reference Plan 62R-12388

THOMAS SULLIVAN

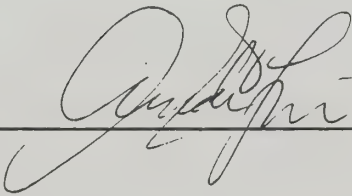
It is also understood and agreed that:

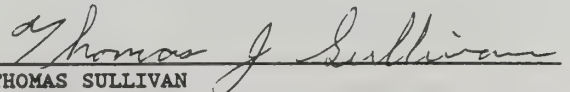
- i) The City agrees to pay Thomas Sullivan's reasonable legal fees, provided the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.
- ii) This Option is conditional upon and subject to the City of Hamilton accepting and successfully completing an Offer to Purchaser executed by Thomas Sullivan for the sale of lands described as Part 3 on Reference Plan 62R-12388, save and except the westerly 0.3 metres of said Part 3, Plan 62R-12388, by the City, on or before the date agreed upon herein for closing. The said Offer to Purchase and the Option herein are to be accepted by the Council for the City of Hamilton concurrently and the closings of both transactions are to be contemporaneous with each other.
- iii) Should any of the conditions contained herein not be satisfied, it is agreed between the parties that this Option becomes null and void and the Purchaser's deposit shall be returned forthwith in full without interest or deduction.

The closing of this purchase by the City is conditional upon the closing of the sale to Thomas Sullivan provided for in the Offer to Purchase referred to above.

Dated at Hamilton this 27th day of October 1993.

WITNESS:



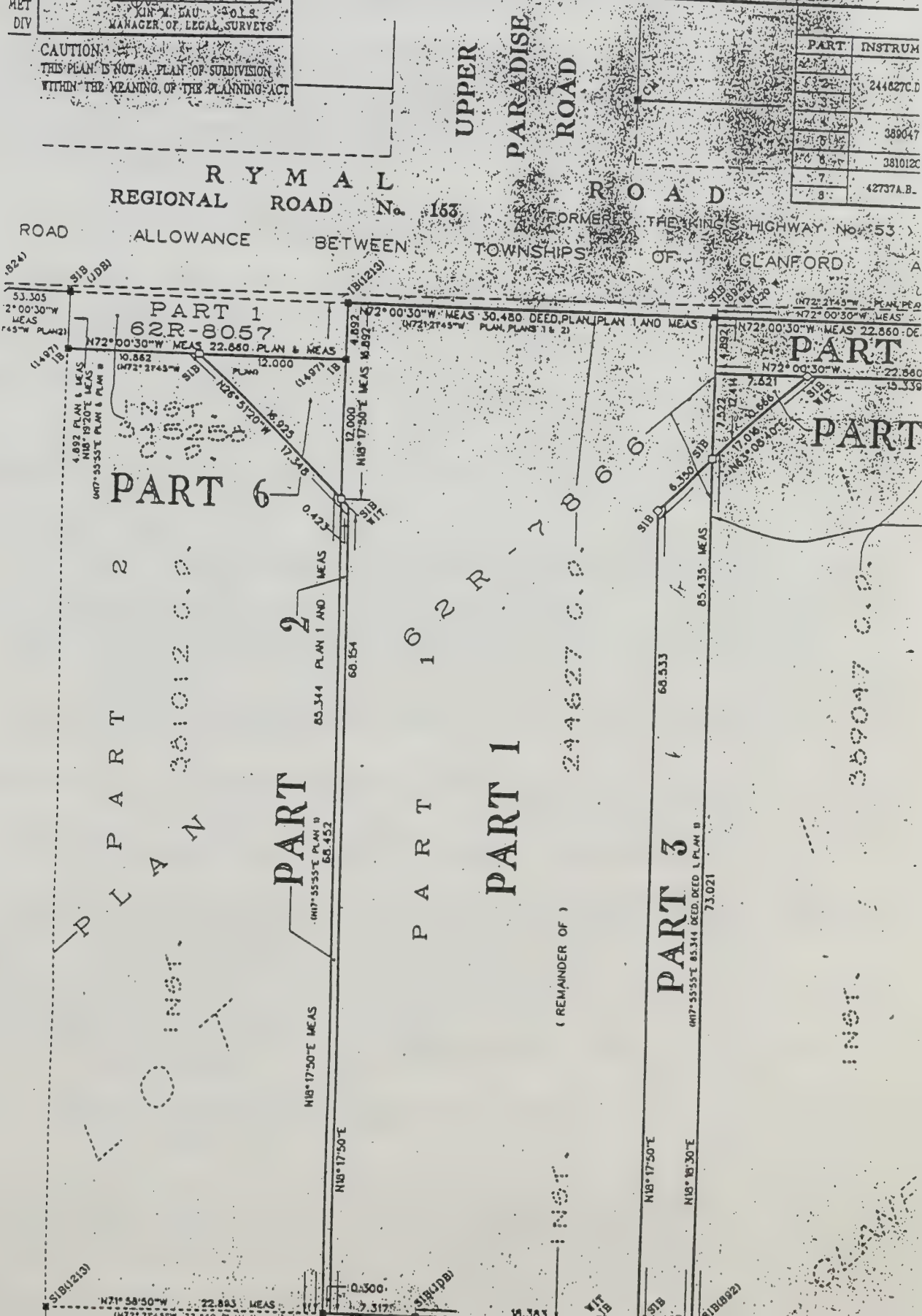

THOMAS SULLIVAN

PLAN 62R-8057
 RECEIVED AND DEPOSITED
 DATE 1992-10-26
 Radley DP
 LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF NORTHERN 162
 REQUIRE THIS PLAN TO BE DEPOSITED
 UNDER THE REGISTRY ACT
 DATE 02-16-1992
 J. M. LAU
 MANAGER OF LEGAL SURVEYS

SCHEDULE "B"

CAUTION
 THIS PLAN IS NOT A PLAN OF SUBDIVISION
 WITHIN THE MEANING OF THE PLANNING ACT

PART	INSTRUM
1	
2	244627C.D
3	
4	
5	389047
6	381012C
7	
8	42737A.B.



I THOMAS SULLIVAN of the City of Hamilton,
in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,
hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 1, Concession 1, in the Township of Glanford, more particularly described as having a length of 68.834 metres (225.83 feet) more or less, by a depth of 4.167 metres (13.671 feet) more or less, being irregular in shape and comprising a total area of 295.55 square metres (3,181.3 square feet) more or less, and designated as Part 3, Reference Plan 62R-12388, save and except the westerly 0.3 metres of Part 3, Plan 62R-12388, which is to be retained by the City.

(b) The balance of the purchase price namely TWO----- DOLLARS (\$2.00)

Forming part of this Offer to Purchase are Schedule(s) A, B & C attached hereto.

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 21st day of December 1993, by a letter mailed or delivered to the Purchaser at 639 Rymal Road West, Hamilton, Ontario, L9B 1B7.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed within thirty (30) days of completion of all conditions set out in this Offer to Purchase, but in any event no later than January 15, 1995.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
16. It is understood and agreed that the exact area of the subject parcel of land to be transferred will be determined through a survey prepared by the City.
17. The City agrees that Part 3, Plan 62R-12388, shall be graded and sodded to the satisfaction of the City at its expense contemporaneously and as part of the road construction in conjunction thereto. It is further agreed that upon completion of such grading and sodding, said Part 3 shall be turned over to the Purchaser in a neat and tidy condition.
18. It is understood and agreed that as a condition of this agreement, the City of Hamilton will reconstruct the driveway access currently opening onto Rymal Road West to a driveway location opening to be determined by the City onto the future extension of Upper Paradise Road, and the City further agrees to restore the previous driveway lands by removing the existing gravel, replacing with soil and sodding the disturbed area in a manner consistent with the surrounding area and to the satisfaction of the City. The City herein acknowledges the presence of an underground electrical conduit existing on the westerly side of the existing driveway and agree to reconstruct the existing stone pillars to the new driveway entrance and reconnect the electrical conduit to the entrance pillar lights.
19. It is understood and agreed that on closing of this transaction the City will grant a single 20 foot right-of-way in favour of the Purchaser over the westerly 0.3 metres of said Part 3 for driveway purposes to the existing residence until such time as the land servicing costs are fully recovered by the City and the reserved lands are transferred to the Purchaser, his successors, executors, agents or assigns.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 27th day of October 1993.

SIGNED, SEALED AND DELIVERED) Thomas J. Sullivan (Seal)
in the presence of) THOMAS SULLIVAN
) _____ (Seal)
) _____ (Seal)
) _____ (Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

JOHN Z. OLENSKI
BARRISTER & SOLICITOR
1039 UPPER JAMES ST., STE. 203
HAMILTON, ONTARIO L9C 3A6
TEL: 387-3922

Property

Owner's Interest

Part of the Property Adjacent to and
Lying Directly West of 639 Rymal Road West
Part 3, Reference Plan 62R-12388

THE CORPORATION OF
THE CITY OF HAMILTON

It is also understood and agreed that:

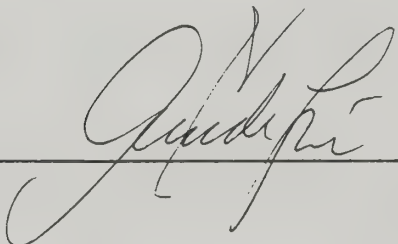
- i) The City agrees to pay Thomas Sullivan's reasonable legal fees, provided the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.
- ii) The Offer is conditional upon and subject to the City of Hamilton accepting and successfully completing an Option to Purchase executed by Thomas Sullivan for the purchase of a portion of the property located at 639 Rymal Road West, designated at Part 4 and 5 on Reference Plan 62R-12388, by the City, on or before the date agreed upon herein for closing. The said Option to Purchase and the Offer herein are to be accepted by the Council for the City of Hamilton concurrently and the closings of both transactions are to be contemporaneous with each other.
- iii) Should any of the conditions contained herein not be satisfied, it is agreed between the parties that this Offer becomes null and void and the Purchaser's deposit shall be returned forthwith in full without interest or deduction.

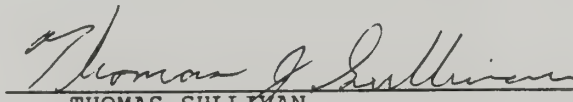
The vendor agrees to remove the septic tank system, if any, located on the said land upon the request of the Purchaser, his successors, executors, agents, or assigns; which request shall necessarily be made within two (2) years of the closing of the transaction. The vendor further agrees to generally do such things as may reasonably be required to restore the property to its original condition.

The closing of this sale to Thomas Sullivan is conditional upon the closing of the sale to the City of Hamilton by Thomas Sullivan provided for in the Option to Purchase referred to above.

Dated at Hamilton, this 15th day of November, 1993.

WITNESS




THOMAS SULLIVAN

RECEIVED AND DEPOSITED
 DATE 1992-10-26
 C. Radley 5081
 LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF WENTWORTH (62)
 REQUIRE THIS PLAN TO BE DEPOSITED
 UNDER THE REGISTRY ACT
 DATE 02/16/1992
 KIM M. LAU, SOLS.
 MANAGER OF LEGAL SURVEYS

SCHEDULE "B"

MET
DIV

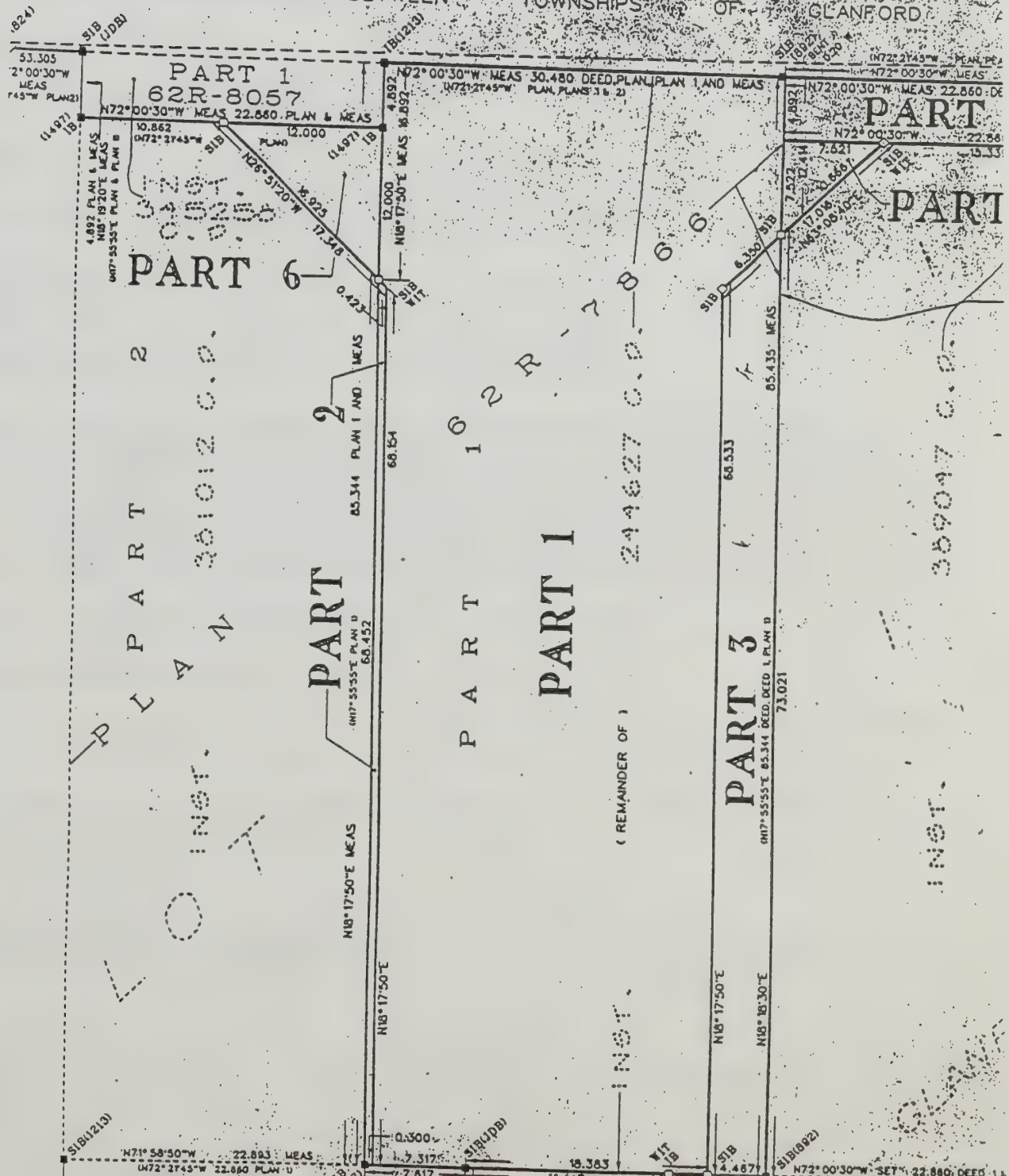
CAUTION
 THIS PLAN IS NOT A PLAN OF SUBDIVISION
 WITHIN THE MEANING OF THE PLANNING ACT

UPPER
PARADISE
ROAD

RYMAL ROAD No. 163

FORMERLY THE KING'S HIGHWAY No. 53
 TOWNSHIPS OF CLANFORD

ROAD ALLOWANCE BETWEEN



SCHEDULE "C"

AUTHORITY TO CITY TO ENTER PRIVATE LAND

TO: THE CORPORATION OF THE CITY OF HAMILTON

WHEREAS The Corporation of the City of Hamilton

(hereinafter called the "City"), requests permission to enter the private property known municipally as 639 Rymal Road West, being in the Regional Municipality of Hamilton-Wentworth in the City of Hamilton, being part of Lot 1, Concession 1, in the geographic Township of Glanford, and having a frontage along the southerly limit of Rymal Road West of 22.86 metres (75 feet) more or less, by a depth of 85.344 metres (280 feet) more or less, and comprising a total area of 1,950.964 square metres (21,000 square feet) more or less, as set out in Instrument No. 389047 C.D..

(HEREINAFTER referred to as the "Land")

AND WHEREAS THOMAS SULLIVAN

(hereinafter called the "Owner"), does herein state that it is the registered owner and it has been and is in lawful, quiet and continuous possession of the said Land.

In consideration of the City:

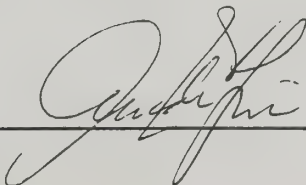
- (1) assuming all risk not previously existing, directly resulting from entry on the said Land by the City; and,
- (2) assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings, structures or highway occasioned by reason of the construction of the Works.


The said Owner does hereby authorize the City, its servants and agents to make entry after the date hereof on the said Land as the City may require for the purposes of relocating, reconstructing and restoring the driveway access of the subject property as set out in the Offer to Purchase attached hereto provided that (notwithstanding this Authority to Enter and any construction of the Works) where the said Land is sold by the Owner to the City or expropriated by the City, the sale or expropriation shall be completed and consideration paid or compensation determined and paid in the same manner and to the same extent as if:

- (i) the Owner did not give this Authority to the City to Enter the Land: and,
- (ii) the City did not construct the Works and assume any risk, costs or expenses in connection therewith.

DATED at *Hamilton* this *27th* day of *October*, 19*93*.

WITNESS:




THOMAS SULLIVAN

2(cXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Road Allowance and One Foot Strip of Land
south west corner of Limeridge Road East and .
Upper Kenilworth - Daniel Paul Cooper and
Sherrill Dawn Marie Cooper

RECEIVED

NOV 25 1993

CITY CLERKS

RECOMMENDATION:

- a) That an Offer to Purchase (Highway Closure), executed by Daniel Paul Cooper and Sherrill Dawn Marie Cooper, on 1993 November 23, and scheduled for closing within thirty (30) days after the conditions in the Offer have been fulfilled to the satisfaction of the City, for the purchase of part of Limeridge Road in the City of Hamilton, shown as Part 3 on Plan 62R-11488, containing 70.5 square metres (758.8 square feet) more or less, and a one foot strip of land shown as Part 4 on Plan 62R-11488, containing 10.9 square metres (117.3 square feet) more or less, be approved and completed and the funds derived from this sale of \$1 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases/Sales).
- b) That the Regional Surveyor be directed to establish Part 2 on Plan 62R-11488 as a one foot reserve to prevent vehicular access onto Limeridge Road East.
- c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents to finalize this transaction.


D. W. Vyce

1993 November 25
Transport and Environment Committee
Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The owner of the property at 186 Solomon Crescent, Mr. & Mrs. D. Cooper, applied for the closure of subject road allowance. The one foot strip of land is surplus to municipal requirements and is being conveyed with the road allowance lands to the abutting owner.

AC/nw
Attach.

c.c. Alderman T. Jackson, Alderman, Ward 6, Aldermen's Office

P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

E. M. Gill, P. Eng., Senior Director, Roads Department

Attention: J. Clairmont, Programming and Development



<p>This is not a Legal Document For Zoning Verification Please Contact City Building Department</p>		<p>CITY OF HAMILTON TRENHOLME ZONING</p>	
<p>Neighbourhood Boundary</p>	<p>Zoning Boundary</p>	<p>Map Scale 1:50,000</p>	<p>North 131</p>
<p>Prepared for The City of Hamilton by the Planning and Development Department at the Request of the City of Hamilton (10-000000)</p>		<p>7408</p>	

OFFER TO PURCHASE
(HIGHWAY CLOSURE)

S.C. DC
S.C. DC
I/We ~~DANIEL PAUL COOPER~~ DANIEL PAUL COOPER & SHERRILL DAWN MARIE COOPER of the City of Hamilton,
in The Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,
hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,
hereinafter called the Vendor or the City,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in The Regional Municipality of Hamilton-Wentworth and being composed of

- 1) part of Limeridge Road in the City of Hamilton, shown as Part 3 on attached copy of Plan 62R-11488, containing 70.5 square metres (758.8 square feet) more or less
- 2) a one foot strip of land shown as Part 4 on attached copy of Plan 62R-11488, containing 10.9 square metres (117.3 square feet) more or less.

at the price of ONE----- DOLLARS (\$1.00)
of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 21st day of December 1993, by a letter mailed or delivered to the Purchaser at c/o Mr. Mark Dudzic, P.O. Box 988, Station "A", 105 Main Street East, Suite 1014, Hamilton, Ontario, L8N 3R1.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions, covenants and those easements contemplated herein.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs. Save as to any valid objection made within thirty days, the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. (a) This transaction shall be closed within 30 days after the conditions in this Offer (and in its Schedules, if any) have been fulfilled to the satisfaction of the City;
(b) In the event that the said conditions are not fulfilled on or before the 21st day of December, 1993, then this Agreement shall be at an end and the deposit shall be returned to the Purchaser without interest and the City shall not be liable to reimburse the Purchaser for any expenses. The Purchaser agrees to execute, if requested, a release of this Agreement in a form satisfactory to the City Solicitor.
8. This transaction is subject to the following conditions being fulfilled to the satisfaction of the City on or before the completion of the sale of land to the Purchaser:

- (a) Publication of Notice by the City having taken place in the newspaper for four successive weeks of Council's intent to,
 - (i) pass a by-law(s)
 - to close the highway, (where a portion of the Highway included in this sale is to be closed by bylaw);
 - to authorize this sale of the closed highway; and
 - to authorize an alteration to a highway (where there is an alteration to a highway other than its closing subject to an alteration bylaw), [Sections 300 and 302 of the Municipal Act, R.S.O. 1990];
 - (ii) hear any person who claims that their land will be prejudicially affected by the by-law, [Section 300 of the Municipal Act, R.S.O. 1990];
- (b) The Regional Municipality of Hamilton-Wentworth not exercising its right, within 60 days of notification, to object to the passing of the highway closing by-law or the application for a Judge's Order (as the case may be) to close the said highway; [Regional Municipalities Act, R.S.O. 1990, Section 44];

ASSUMED/NON-ASSUMED HIGHWAYS - PROVISIONS

- (c) Where the said highway or a portion thereof included in this sale has BEEN assumed by the City, the closing of this sale is also conditional upon;

Firstly, the passing and registration of a by-law (pursuant to Section 297 of the Municipal Act, R.S.O. 1990), to stop-up, close and authorize the sale to the Purchaser of the said portion of the said municipal highway;

Secondly, the approval of the Minister of Municipal Affairs to the highway closing by-law, where the highway being closed was laid out on a plan of subdivision registered after March 27, 1946, [Municipal Act, R.S.O. 1990, Section 297(18)];

Thirdly, upon the City's compliance with the provisions of the Municipal Act respecting the closing and selling of highways and, in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,

- (i) that the City in its discretion may or may not decide to close-up and sell all or a portion of the said street: after the highway closure and sale is advertised and circulated to public agencies and/or after holding the required public hearing and comments are received; and
 - (ii) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);
- (d) Where the said highway or a portion thereof included in this sale has NOT been assumed by the City, the closing of this sale is also conditional upon,
 - (i) the Purchaser at its expense obtaining a plan of survey -- Reference Plan of the subject highway (alley) laid out satisfactory to the Regional Surveyor's Office;
 - (ii) an Order being issued by the Court (pursuant to the Registry Act, c. R.20, R.S.O. 1990, Section 88) and registered on title to close the said unassumed highway. Such Order shall be applied for by the Purchaser on behalf of and in the name of the City entirely at the Purchaser's expense. The Purchaser shall make such application using forms and processes satisfactory to the City Solicitor;
 - (iii) the fact that the Court, notwithstanding acceptance of this Offer by the City, upon receiving the application in the City's name for an Order to close up the portion of the unassumed highway included in this sale, may or may not in its discretion, issue the Order requested or that the Court may Order less than the closing requested or may make its Order subject to such terms and conditions as it considers appropriate; The Purchaser agrees that this Offer is conditional upon and subject to the Order of the Court;

(iv) this Offer to Purchase is conditional upon the City's compliance with the provisions of the Municipal Act and the Registry Act respecting the closing and selling of highways and in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,

(1) that the City in its discretion may or may not decide to sell all or a portion of the said street: after holding a public hearing and comments are received and/or after the highway closure and sale is advertised and circulated to public agencies; and

(2) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);

NOTE TO AGENT: Delete either 8.(c) or 8.(d) above.

ADJACENT/NON-ADJACENT OWNER(S) - PROVISIONS

(e) Where a portion of the highway being sold to the Purchaser is NOT ADJACENT to lands owned by the Purchaser, but adjacent to lands of another, -- the closing of this sale to the Purchaser is also conditional upon the adjacent registered land owner(s) deciding not to accept, within the time limit fixed by City by-law, the City's offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that said portion of the adjacent closed street at the price such land is being offered herein to the Purchaser.

In the event the adjacent registered owner(s) exercises its right to so purchase, this Agreement shall

(i) be null and void and the deposit shall be repaid to the Purchaser without interest; or

(ii) remain in full force and effect except that the Purchaser shall be entitled to purchase only that portion of the closed street upon which the Purchaser's land abuts having a frontage of _____ and a depth of _____ more or less, at the reduced price of \$ _____ and the Offer to Purchase shall be deemed amended accordingly;

NOTE TO AGENT: Delete 8.(e) if not applicable; if 8.(e) is applicable, delete either 8.(e)(i) or 8.(e)(ii), above.

ASSIGNMENT BY PURCHASER - PROVISIONS

9. (a) ~~Where the highway included in this sale is comprised both of a portion of a highway which is adjacent to land of the Purchaser and a portion of highway which is not adjacent to land of the Purchaser, no assignment of the interest of the Purchaser or any portion of this Offer shall be valid unless and until the assignee(s) 1) the Purchaser and the City enters into an Assignment and Assumption Agreement satisfactory to the City which includes,~~

(i) the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easement(s) (if any); and

(ii) confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser; and

2) is the registered owner of Lot 98, Plan M-235.

(b) Where the highway included in this sale is comprised both of a portion of a highway which is adjacent to land of the Purchaser and a portion of highway which is not adjacent to land of the Purchaser, this Offer to Purchase may not be assigned by the Purchaser;

- (c) Where the highway included in this sale is comprised solely of a portion of a highway which is adjacent to land of the Purchaser,
- (i) subject to paragraph (ii) below, in the event the Purchaser, at any time prior to the completion of this sale to the Purchaser, the Purchaser sells his adjacent land or in the event that upon completion of this sale to the Purchaser it is determined by the City that the Purchaser is not the registered owner of the adjacent land - this Agreement shall be at an end and the Purchaser's deposit shall be forfeited to the City in addition to any other rights the City may have and the City shall not be liable for any expenses incurred by the Purchaser;
 - (ii) this Offer to Purchase may be assigned by the Purchaser, provided the Purchaser, the new owner of the Purchaser's adjacent land and the City have entered into an Assignment and Assumption Agreement satisfactory to the City;
 - (iii) Such Assignment and Assumption Agreement shall include the following requirements:
 - (1) the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easements;
 - (2) confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser; and
 - (3) that the assignee is the new registered owner of the original Purchaser's adjacent land.

NOTE TO AGENT: Delete two of 9.(a) (b) or (c).

EASEMENTS

10. (a) The closing of this sale transaction is also conditional,
- (i) upon the Purchaser entering into and registering easement(s) in favour of the Utility(ies) required below; or
 - (ii) the City granting such easements.

NOTE TO AGENT: Delete 10.(a) if not applicable; if 10.(a) is applicable, delete either 10.(a)(i) or 10.(a)(ii), above.

The City's deed to the Purchaser shall be subject to such registered easement(s) in favour of the Utility(ies) required below:

<u>Utility</u>	<u>Part(s) on Ref Plan/Schedule</u>
- The Regional Municipality of Hamilton-Wentworth	
- Union Gas Limited	
- Bell Telephone Company	
- Ontario Hydro	
- Hamilton Hydro	
- Local Cablevision Company	
- Other -	

- (b) Regarding the said easement(s), the Purchaser acknowledges and agrees:
- (i) that the Purchaser is required at its expense, to enter into the said easement Agreement(s), with and satisfactory to each Utility unless the City shall grant such easements. Such easement shall be registered before the completion of the sale of the closed highway to the Purchaser or shall be registered as otherwise required by the City or the Utility;
 - (ii) that within the said highway being closed and sold to the Purchaser are installed or, are intended to be installed, the property of the Utility which neither the City nor the Utility shall be obliged to remove from the said closed highway to accommodate the Purchaser's development or use of the closed highway unless otherwise set out herein; and

- (iii) that the Easement Agreement with a Utility may prohibit the Purchaser's construction of buildings or structures on or beneath the lands included in this sale and will provide access to the Utility upon the said land for the purpose of operating, maintaining, replacing, or installing such services or other equipment the Utility requires.
11. The Purchaser hereby covenants and agrees to and with the City,
 - (a) to not object to the closure and sale of the highway and the Purchaser hereby consents to the closing of the said street, including other portions thereof, if any, being sold to others;
 - (b) to accept title to the portion of the closed street included in this sale to the Purchaser subject to all existing registered easements and to all existing works of any Utility; and
 - (c) after taking title to the closed street from the City, the Purchaser acknowledges that he has all financial responsibility for the costs of developing the land and for the costs of obtaining all necessary services and approvals. No representation at all is made by the City on the willingness of any existing or proposed Utility to relocate or otherwise accommodate the Purchaser's use.
 12. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances subject to the easements referred to herein and except as to any registered restrictions or covenants and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
 13. The Purchaser shall assume taxes, local improvements, water and sewer rates from and after the date this transaction is completed with the Purchaser.
 14. The deed or transfer is to be prepared by the Vendor in accordance with a plan of survey of the Vendor. If the Vendor does not have a plan of survey, the Purchaser shall have a plan of survey prepared at the Purchaser's expense satisfactory to the Vendor.
 15. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
 16. In the event of failure of the Purchaser to complete this transaction by the required closing date, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
 17. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act, R.S.O. 1990. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
 18. This Agreement and its acceptance is to be read with all changes of gender or number required by the context. Headings in this Offer are for convenience only and do not affect the text of the Offer's provisions.
 19. It is understood and agreed that Parts 3 and 4 shall not be sold to the Purchaser unless both Parts 3 and 4 are to be conveyed.
 20. It is understood and agreed that the provisions herein, relating to the procedure for the closing and sale of a highway, relate only to Part 3.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

In this Offer the term highway includes alley or lane.

Forming part of this Offer to Purchase is/are Schedule(s) _____ attached hereto.

DATED at Hamilton this 23 day of November 1993.

SIGNED, SEALED AND DELIVERED

in the presence of



) Dan Cooper (Seal) or c/s

) Dan Cooper (Seal)

) _____ (Seal)

Name of Purchaser's Lawyer:

Mark A. Dudzic

Address of Purchaser's Lawyer:

1014-105 Main St. E Hamilton
P.O. Box 988 Stn A' L8N 3R1

Telephone: 528-4251

Fax: 528-5325

City's Lawyer:

Law Department,
The Corporation of the City of Hamilton,
71 Main Street West,
P.O. Box 2040,
Hamilton, Ontario.
L8N 3T4

Telephone: 546-4520

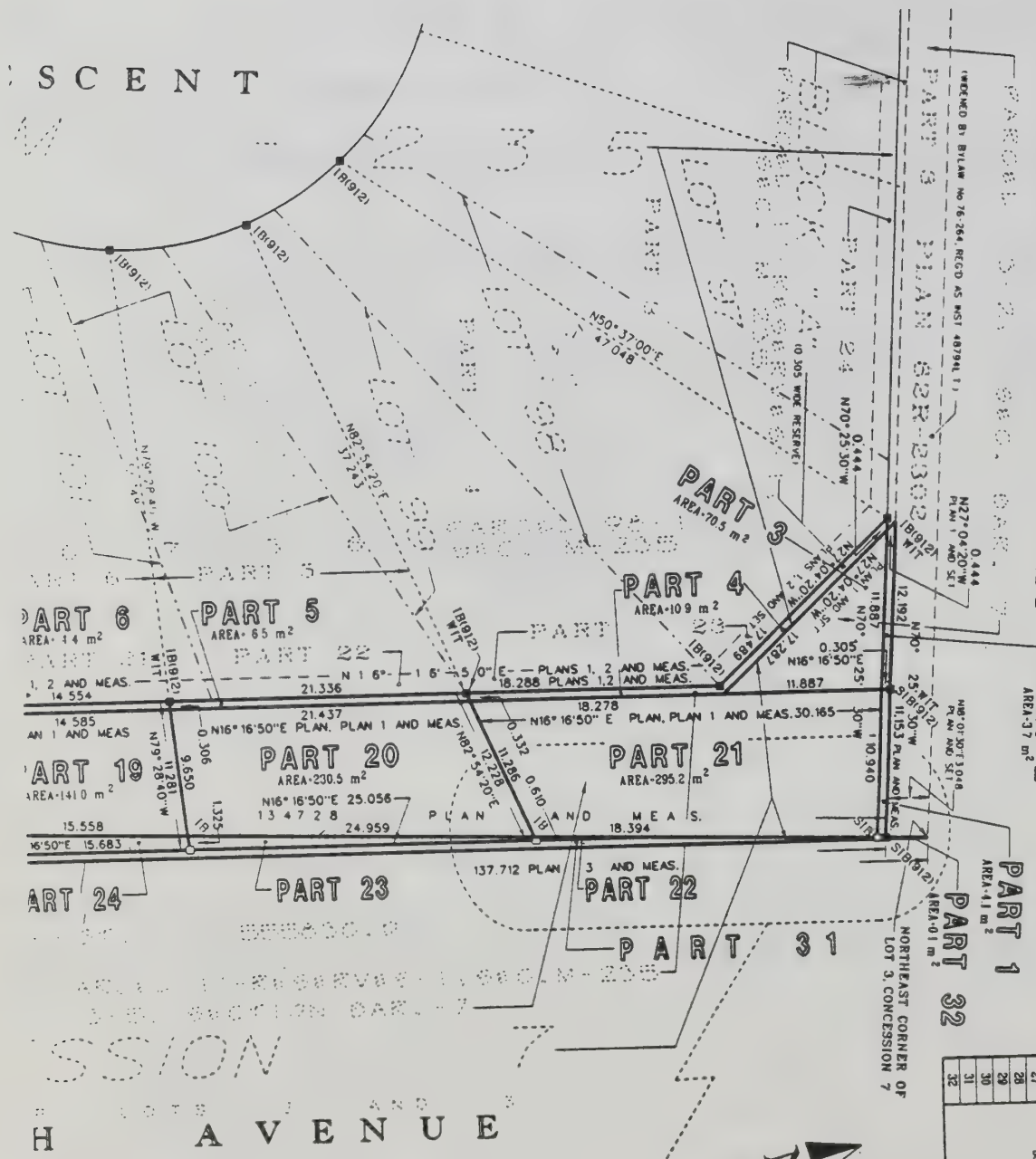
Fax: 546-2142

GENERAL NOTE TO AGENTS:

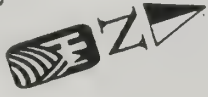
Delete non-applicable paragraphs/clauses (if any) from this Offer to Purchase with heavy diagonal lines -- do not remove non-applicable paragraphs and clauses and do not re-number sections.

SCENT

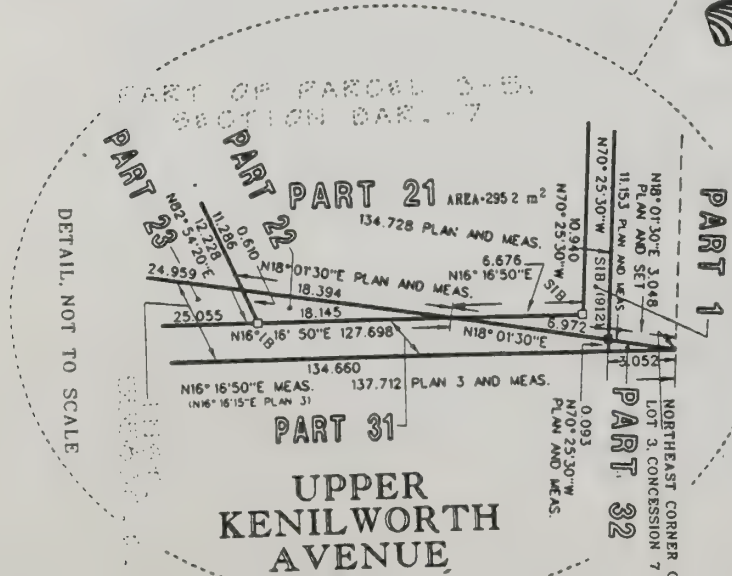
LIMERIDGE ROAD EAST



SSION
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SCHEDULE			
PART	INSTRUMENT N.	LOT	CONCESSION
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PLAN 62R-11488
RECEIVED AND DEPOSITED
DATE 1990 10 31
By *[Signature]*
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY AND THE LAND TITLES ACT
DATE OCT 4/1990
KIN W. LAU O.I.S.
MANAGER OF LEGAL SURVEYS

CITY OF HAMILTON
- RECOMMENDATION -

26Xiii)

DATE: 1993 November 25

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Dedication of Land to the City for
future roadway purposes
P. Barnett Construction Limited
Part 1, Plan 62R-11152
Embassy Drive

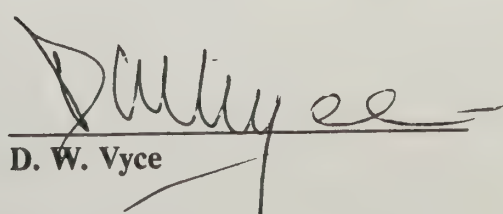
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NOV 26 1993

CITY CLERKS

RECOMMENDATION:

- a) That the City accept title to the land required for the future extension of Embassy Drive and Artistic Boulevard, from P. Barnett Construction Limited. This land described as Part 1 on Plan 62R-11152 is being dedicated to the City by its owner to allow abutting development to take place in advance of the owner's and is required for the completion of the Lisgar Neighbourhood Plan and the cost to register this transfer of \$50 be charged to Account No. CH 5X303 00102 (Reserve for Property Purchases).
- b) That the Regional Surveyor be requested to establish a one foot reserve along said lands for the recovery of the cost of servicing and to register such plan in the Registry Office as required.
- c) That the Director of Roads be authorized and directed at his discretion to incorporate said Part 1, Plan 62R-11152 into the City road allowance.
- d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

P. Barnett Construction Limited is dedicating this land to the City in advance of its own development to allow abutting developers to proceed.

This Transfer/Deed of land was originally provided to the City in May of 1990, however no certificate of title was provided. The City has since received said certificate and is prepared to accept said lands.

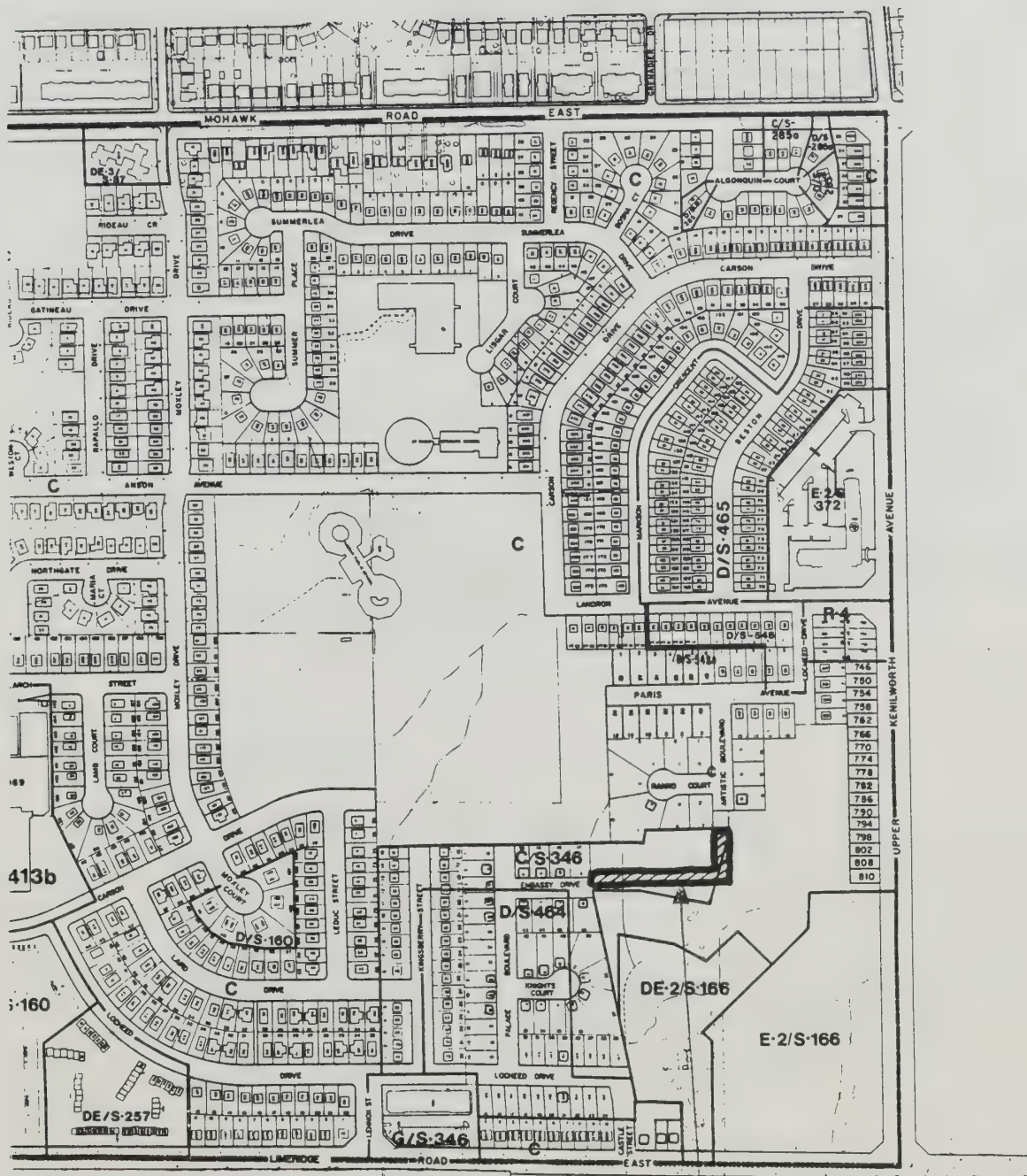
WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys

D. V. Christilaw, Subdivision Administrator, Roads Department



SUBJECT SITE

<table border="1"> <tr> <td>61</td> <td>67</td> <td>67</td> </tr> <tr> <td>11</td> <td>97</td> <td>91</td> </tr> <tr> <td>110</td> <td>131</td> <td>131</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p> <p>Neighbourhood Boundary Zoning Boundary</p> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton - Wentworth</p>	61	67	67	11	97	91	110	131	131	<p>CITY OF HAMILTON</p> <p>LISGAR</p> <p>ZONING</p> <p>0 100m SCALE 50m</p> <p>PLANNING UNIT NO. 7302</p> <p>PAGE NO. 97</p>
61	67	67								
11	97	91								
110	131	131								

2(xiv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 16

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED

NOV 16 1993

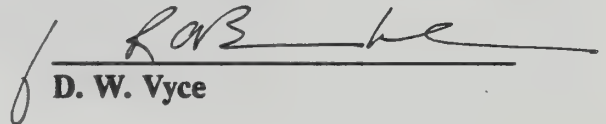
CITY CLERKS

SUBJECT: Purchase of a Sanitary Sewer and
Watermain Easement and Authority to Enter Agreement by
the Regional Municipality of Hamilton-Wentworth
- Fletcher Avenue

RECOMMENDATION:

- a) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1993 October 21, and scheduled to close on or before 1994 January 28, for the purchase by the Region of a Sanitary Sewer and Watermain Easement over the lands being composed of part of Lot 9 and part of a Lane, Registered Plan 440, designated as Part 26 on Plan 62R-6159, having a frontage along the westerly limit of Beach Boulevard of 6.09 metres (20.0 feet) more or less, by a depth of 55.598 metres (182.0 feet) more or less, (commonly known as Fletcher Avenue), be approved and completed, and the funds derived from this sale of \$1 be credited to Account No. CH 4X501 00102 (Sale of Land - Property Purchases).
- b) That an Authority to Enter Agreement, executed by Regional Officials on 1993 October 21, authorizing the Region to enter City lands for the construction of a Sanitary Sewer and Watermain over Part 26 on Plan 62R-6159, effective the day following City Council approval, be approved.
- c) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1993 October 21, and scheduled to close on or before 1994 January 28, for the purchase by the Region of a Sanitary Sewer and Watermain Easement over the lands being composed of all of the 20 foot "Road", Registered Plan 452, lying north of, adjacent to and abutting Block "E" of the said Registered Plan (commonly known as Fletcher Avenue), having a frontage along the easterly limit of Beach Boulevard of 6.09 metres (20.0 feet) more or less, by a depth of 58.21 metres (191.0 feet) more or less, be approved and completed, and the funds derived from this sale of \$1, be credited to Account No. CH 4X501 00102 (Sale of Land - Property Purchases).

- d) That an Authority to Enter Agreement, executed by Regional Officials on 1993 October 21, authorizing the Region to enter City lands for the construction of a Sanitary Sewer and Watermain over all of the 20 foot "Road", Registered Plan 452, lying north of, adjacent to and abutting Block "E" of the said Registered Plan (commonly known as Fletcher Avenue), effective the day following City Council approval, be approved.
- e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The Region has requested these sanitary sewer and watermain easements to service the adjacent properties. Extensive research has ascertained that Fletcher Avenue on both sides of the Beach Strip are parcels of City owned lands and not road allowances. Therefore, these easements are required to allow the Region to complete the necessary work.

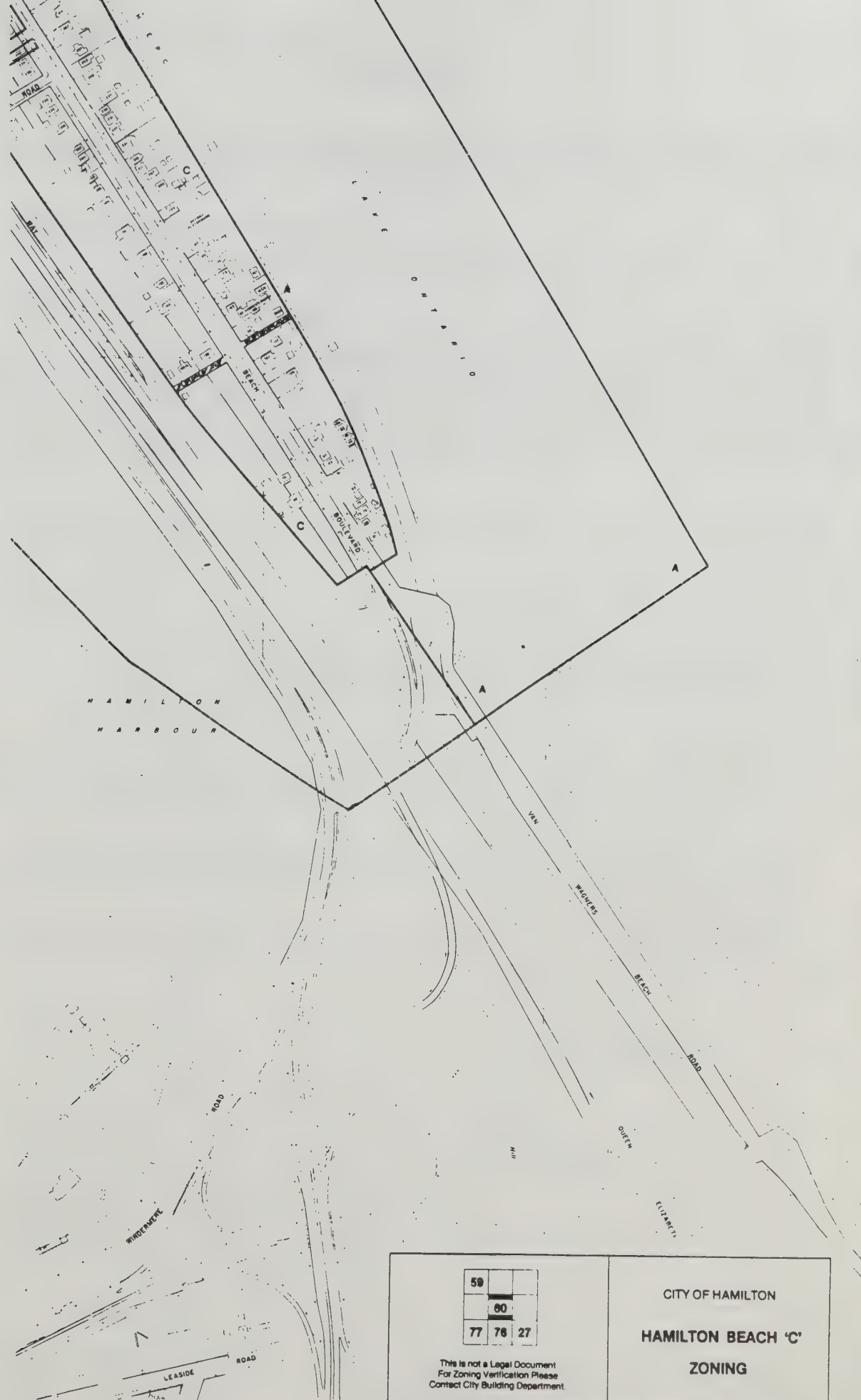
AC/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

Konrad Brenner, Manager of Programming & Preliminary Design,
Environmental Services Department



58		
	60	
77	76	27

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

HAMILTON BEACH 'C'

ZONING

Neighbourhood Boundary
Zoning Boundary.

0 100m
SCALE 50m



Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING
UNIT NO
6301

JANUARY 1990

PAGE NO
60

OFFER TO PURCHASE
(EASEMENT)

I/We THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH , of the City of Hamilton,
in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase an easement for the purpose of construction and maintenance of sewers and watermains, which easement shall be all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 9 and part of a Lane, Registered Plan 440, designated as Part 26 on Plan 62R-6159. Subject parcel has a frontage along the westely limit of Beach Boulevard of 6.09 metres (20 feet) more or less, by a depth of 55.598 metres (182.0 feet) more or less.

Forming part of this Offer to Purchase (Easement) are Schedule(s) A & B attached hereto.

at the price of ONE----- DOLLARS (\$1.00)
of lawful money of Canada, payable as follows: -

with interest as hereinafter provided, and subject to adjustments,
by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 21st day of December 1993, by a letter mailed or delivered to the Purchaser at c/o Mr. R. Roszell, Commissioner of Legal Services, 1 James Street South, 8th Floor, Hamilton, Ontario L8P 4R5.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed until the date of January 21, 1994 to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 28th day of January 1994.
8. On the closing of this transaction, the Vendor will convey the said easement to the Purchaser by a good and sufficient grant thereof, free and clear of all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said easement to the Purchaser.
9. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

10. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
11. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
12. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
13. It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at *the City of Hamilton* this *21st* day of *October* 19 *93*

SIGNED, SEALED AND DELIVERED

in the presence of

Approved
as to form
Legal
Services

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) *[Signature]* (Seal)
) REGIONAL CHAIRMAN
)
) *[Signature]* (Seal)
) REGIONAL CLERK
)
)
) *[Signature]* (Seal)
) COMMISSIONER OF FINANCE

DATE *October 19/93*
REPORT *10-93 ITEM 29 SC*
INTL *3* YEAR/FILE *93-393*
John DeBenedictis

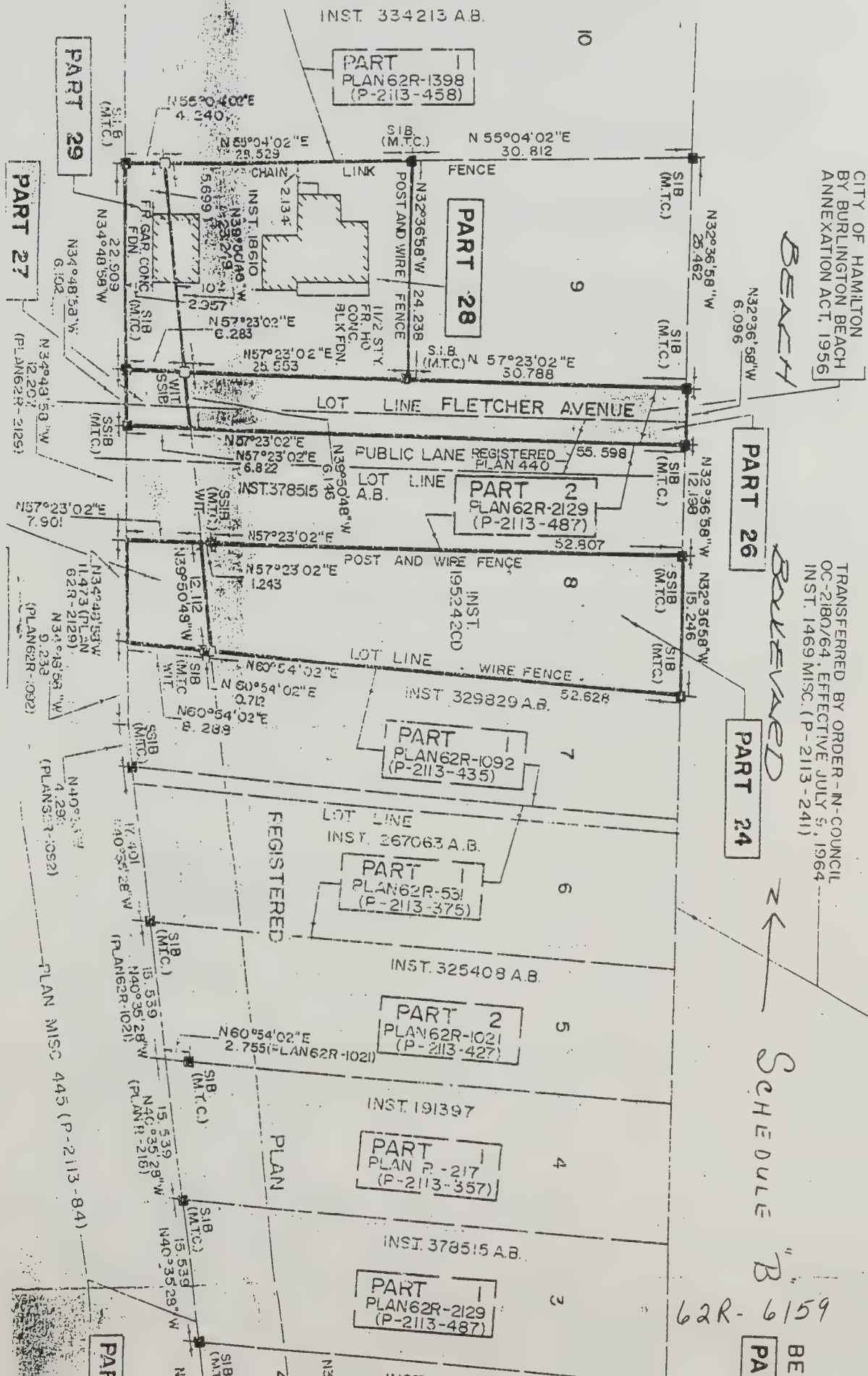
THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) _____ (Seal)
) MAYOR
)
) _____ (Seal)
) CITY CLERK
)
)
) _____ (Seal)

SCHEDULE "A"

The Transferor hereby grants to the Transferee, its successors and assigns the free, uninterrupted and unobstructed right and easement upon the following terms and conditions which are hereby mutually agreed upon:

1. The easement shall include the right of the Transferee to enter and lay down, install, construct, maintain, open, inspect, add to, alter, repair and keep in good condition, remove, replace, reconstruct, supplement and operate watermain, storm and sanitary sewer systems, including all appurtenances necessary or incidental thereto, on, in, across, under and through the land described in Box 5 of the attached Document General and hereinafter referred to as the said land;
2. The Transferor agrees to and the Transferee shall have the right to keep the said land clear of all obstructions so as to permit the exercise and enjoyment of the rights and easement granted as aforesaid.
3. The servants, agents, contractors and workmen and other persons duly authorized by the Transferee shall have the right at all reasonable times and from time to time to pass and repass with all plant, machinery, material, vehicles, and equipment as may be necessary on the said land for all purposes necessary or incidental to the exercise and enjoyment of the rights and easement granted as aforesaid.
4. The Transferor will not excavate, drill, install, erect or build on, in or over the said land and will not construct any pit, well, pavement, building or structure without the prior written consent of the Commissioner of Transportation/Environmental Services, with the exception of the construction of Building footings and Building eaves which may encroach into or over the said land up to a maximum of 0.5 metres from the outer limits of the said land, but otherwise the Transferor shall have the right fully to use and enjoy the said land subject always to the rights and easement granted to the Transferee as aforesaid.
5. Any sewer pipe or water pipe and all other equipment and materials brought onto the said land by the Transferee shall at all times remain the property of the Transferee notwithstanding the same may be annexed or affixed to the freehold and shall at any time and from time to time be removable in whole or in part by the Transferee.
6. The Transferee covenants and agrees with the Transferor that it will be responsible for any damage caused by its agents or employees to the said land and to the property of the Transferor and shall as far as possible replace, at its own expense, any soil, turf or ground coverings removed in connection with any of the work above referred to and shall repair any damage caused by the Transferee, its agents or employees, in the exercise of its rights pursuant to this Agreement, to any property of the Transferor and any land of the Transferor lying adjacent to the said land.
7. This easement and everything herein contained shall extend to and include the parties hereto and their respective successors and assigns.
8. The parties hereto agree that pursuant to subsection 194(2) of the Municipal Act R.S.O., 1990, Chapter M.45, as amended from time to time, a municipal public utility easement does not have to be appurtenant or annexed to or for the benefit of any specific parcel of land to be valid. Therefore, the parties hereto agree that for the purposes of this easement, the dominant tenement of the Transferee consists of a system of storm and sanitary sewers and watermains of the Transferee together with the related buildings and plants of the Transferee in which they are situated, all located in the Regional Municipality of Hamilton-Wentworth, in the Province of Ontario.



AUTHORITY TO ENTER

TO: THE CORPORATION OF THE CITY OF HAMILTON

WHEREAS The Regional Municipality of Hamilton-Wentworth

(hereinafter referred to as the "Purchaser") has agreed to purchase from The Corporation of the City of Hamilton land described in Schedule "A" attached hereto (hereinafter the land and the improvements thereon, if any, referred to as "subject land") pursuant to an Agreement of Purchase and Sale (hereinafter referred to as the "purchase")

AND WHEREAS the Purchaser desires to enter upon the subject land prior to the closing of the purchase;

NOW THEREFORE, this Agreement witnesseth, in consideration of the City's permission to the Purchaser to enter upon the subject land, as of December 15, 1993, the Purchaser agrees and covenants to the City, for itself, its successors, assigns, or heirs, as the case may be:

1. that it will not enter upon the subject lands until City Council has approved this Authority to Enter (approval granted on _____, in adopting Item _____ of the Report of the Committee);
2. that it will not enter upon the subject land except for the purpose of construction of sewers and watermains on the subject land (hereinafter called the "works");
3. that it will assume all costs and expenses resulting from the carrying on of the works;
4. that it will assume all risks resulting from the carrying on of the works and the entry upon the subject land by the Purchaser;
5. that it will at all times indemnify and save harmless the City from and against all actions, causes of action, interests, claims, demands, costs, damages, expenses or loss which the City may bear, suffer or be put to as a result of the privilege herein allowed (including, without limiting the generality of the foregoing, construction lien claims or claims arising by reason of any damage to property or injury or death to persons);
6. that notwithstanding this Authority to Enter, and the carrying on of the works, the purchase referred to above shall be completed and the consideration paid in the same manner and to the same extent as if the City had not given this Authority to Enter to the Purchaser on the subject land and as if the Purchaser had not carried on the works;
7. that the Purchaser has not assigned its Agreement of Purchase and Sale with the City;
8. that in the event that the purchase is not completed by the date set out in the Agreement of Purchase and Sale, or any extension thereof, this Authority to Enter shall immediately terminate, and the Purchaser shall not further enter upon the subject land, and the City shall not be liable to pay or to compensate the Purchaser for costs of any improvements, additions, alterations, services or structures on, in or under the subject land;
9. that the Region shall provide the City with an endorsement from its General Liability Insurance Policy confirming that the City has been named as an additional insured for third party bodily injury and property damage to a limit of not less than \$2,000,000.00 per occurrence on claims made or occurrence policy basis and providing that the City hereby grants to the Region, permission to assume deductibles and/or self insured retained limits as the Region may deem necessary from time to time in various amounts not to exceed \$2,000,000.00.

10. that the Purchaser acknowledges that it is its responsibility to obtain all necessary approvals prior to entering the subject land, including municipal, provincial, federal or other governmental approvals and, including, without limiting the generality of the foregoing, contacting BU DIG, telephone 527-7977.

DATED at *the City of Hamilton* this *21st* day of *October* 19*93*

SIGNED, SEALED AND DELIVERED

in the presence of

approved
as to form
Legal
Services

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) *[Signature]* (Seal)
) REGIONAL CHAIRMAN
)
) *[Signature]* (Seal)
) REGIONAL CLERK
)
)
) *[Signature]* (Seal)
) COMMISSIONER OF FINANCE

THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) _____ (Seal)
) MAYOR
)
)
) _____ (Seal)
) CITY CLERK
)
)
) _____ (Seal)

OFFICE OF THE CLERK
APPROVED BY THE CLERK
DATE *October 19/93*
REPORT *10-93 ITEM 26 ESC*
INTL: *15 YEAR FILE 93-394*
John DeBart

CITY OF HAMILTON
BY BURLINGTON BEACH
ANNEXATION ACT, 1956

TRANSFERRED BY ORDER-IN-COUNCIL
OC-2180/64, EFFECTIVE JULY 5, 1964
INST. 1469 MISC. (P-2113-241)

BEACH

BOULEVARD

SCHEDULE

A

BEA

PAR

PART 26

PART 24

PART 28

PART 29

PART 27

PART 25

PART 23

PART 21

PART 19

PART 17

PART 15

PART 13

PART 11

PART 9

PART 7

PART 5

PART 3

PART 1

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PART -567

OFFER TO PURCHASE
(EASEMENT)

I/We THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH , of the City of Hamilton,
in the Regional Municipality of Hamilton-Wentworth,
hereinafter called the Purchaser,
hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,
hereinafter called the Vendor,

to purchase an easement for the purpose of construction and maintenance of sewers and watermains, which easement shall be all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of all of the 20 foot "Road", Registered Plan 452, lying north of, adjacent to and abutting Block "E" of the said Registered Plan (commonly known as Fletcher Avenue), having a frontage along the easterly limit of Beach Boulevard of 6.09 metres (20 feet) more or less, by a depth of 58.21 metres (191 feet) more or less.

Forming part of this Offer to Purchase (Easement) are Schedule(s) A & B attached hereto.

at the price of ONE----- DOLLARS (\$1.00)
of lawful money of Canada, payable as follows: -

with interest as hereinafter provided, and subject to adjustments,
by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 21st day of December 1993, by a letter mailed or delivered to the Purchaser at c/o Mr. R. Roszell, Commissioner of Legal Services, 1 James Street South, 8th Floor, Hamilton, Ontario L8P 4R5.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed until the date of January 21, 1994 to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 28th day of January 1994.
8. On the closing of this transaction, the Vendor will convey the said easement to the Purchaser by a good and sufficient grant thereof, free and clear of all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said easement to the Purchaser.
9. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

10. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
11. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
12. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
13. It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at the City of Hamilton this 21st day of October 19 93.

SIGNED, SEALED AND DELIVERED

in the presence of

Approved
as to form
Legal
Services

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) [Signature] (Seal)
) REGIONAL CHAIRMAN
) [Signature] (Seal)
) REGIONAL CLERK
)
) [Signature] (Seal)
) COMMISSIONER OF FINANCE

OFFICE OF THE CLERK
APPROVED BY COUNCIL

DATE October 19/93
REPORT 10-93 ITEM 20 ESC
INTL 25 YEAR FILE 93-395

John A. B. [Signature]

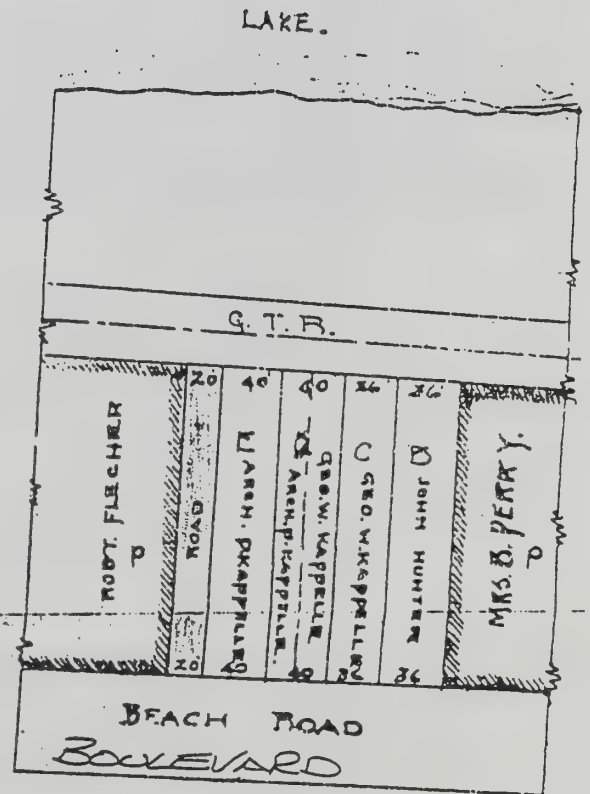
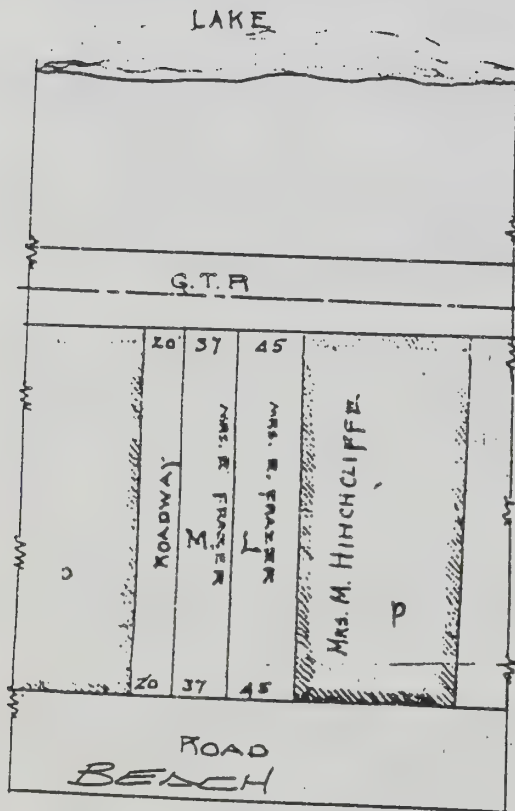
THE CORPORATION OF THE
CITY OF HAMILTON

)
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) [Signature] (Seal)
) MAYOR
)
) [Signature] (Seal)
) CITY CLERK
)
) [Signature] (Seal)

SCHEDULE "A"

The Transferor hereby grants to the Transferee, its successors and assigns the free, uninterrupted and unobstructed right and easement upon the following terms and conditions which are hereby mutually agreed upon:

1. The easement shall include the right of the Transferee to enter and lay down, install, construct, maintain, open, inspect, add to, alter, repair and keep in good condition, remove, replace, reconstruct, supplement and operate watermain, storm and sanitary sewer systems, including all appurtenances necessary or incidental thereto, on, in, across, under and through the land described in Box 5 of the attached Document General and hereinafter referred to as the said land;
2. The Transferor agrees to and the Transferee shall have the right to keep the said land clear of all obstructions so as to permit the exercise and enjoyment of the rights and easement granted as aforesaid.
3. The servants, agents, contractors and workmen and other persons duly authorized by the Transferee shall have the right at all reasonable times and from time to time to pass and repass with all plant, machinery, material, vehicles, and equipment as may be necessary on the said land for all purposes necessary or incidental to the exercise and enjoyment of the rights and easement granted as aforesaid.
4. The Transferor will not excavate, drill, install, erect or build on, in or over the said land and will not construct any pit, well, pavement, building or structure without the prior written consent of the Commissioner of Transportation/Environmental Services, with the exception of the construction of Building footings and Building eaves which may encroach into or over the said land up to a maximum of 0.5 metres from the outer limits of the said land, but otherwise the Transferor shall have the right fully to use and enjoy the said land subject always to the rights and easement granted to the Transferee as aforesaid.
5. Any sewer pipe or water pipe and all other equipment and materials brought onto the said land by the Transferee shall at all times remain the property of the Transferee notwithstanding the same may be annexed or affixed to the freehold and shall at any time and from time to time be removable in whole or in part by the Transferee.
6. The Transferee covenants and agrees with the Transferor that it will be responsible for any damage caused by its agents or employees to the said land and to the property of the Transferor and shall as far as possible replace, at its own expense, any soil, turf or ground coverings removed in connection with any of the work above referred to and shall repair any damage caused by the Transferee, its agents or employees, in the exercise of its rights pursuant to this Agreement, to any property of the Transferor and any land of the Transferor lying adjacent to the said land.
7. This easement and everything herein contained shall extend to and include the parties hereto and their respective successors and assigns.
8. The parties hereto agree that pursuant to subsection 194(2) of the Municipal Act R.S.O., 1990, Chapter M.45, as amended from time to time, a municipal public utility easement does not have to be appurtenant or annexed to or for the benefit of any specific parcel of land to be valid. Therefore, the parties hereto agree that for the purposes of this easement, the dominant tenement of the Transferee consists of a system of storm and sanitary sewers and watermains of the Transferee together with the related buildings and plants of the Transferee in which they are situated, all located in the Regional Municipality of Hamilton-Wentworth, in the Province of Ontario.



SCHEDULE "B"

as from Beach Commission and
for record this 21st day of May 1910 @ 10.
attest at 452.

Witnessing my Register

AUTHORITY TO ENTER

TO: THE CORPORATION OF THE CITY OF HAMILTON

WHEREAS The Regional Municipality of Hamilton-Wentworth

(hereinafter referred to as the "Purchaser") has agreed to purchase from The Corporation of the City of Hamilton land described in Schedule "A" attached hereto (hereinafter the land and the improvements thereon, if any, referred to as "subject land") pursuant to an Agreement of Purchase and Sale (hereinafter referred to as the "purchase")

AND WHEREAS the Purchaser desires to enter upon the subject land prior to the closing of the purchase;

NOW THEREFORE, this Agreement witnesseth, in consideration of the City's permission to the Purchaser to enter upon the subject land, as of December 15, 1993, the Purchaser agrees and covenants to the City, for itself, its successors, assigns, or heirs, as the case may be:

1. that it will not enter upon the subject lands until City Council has approved this Authority to Enter (approval granted on _____, in adopting Item _____ of the Report of the Committee);
2. that it will not enter upon the subject land except for the purpose of construction of sewers and watermains on the subject land (hereinafter called the "works");
3. that it will assume all costs and expenses resulting from the carrying on of the works;
4. that it will assume all risks resulting from the carrying on of the works and the entry upon the subject land by the Purchaser;
5. that it will at all times indemnify and save harmless the City from and against all actions, causes of action, interests, claims, demands, costs, damages, expenses or loss which the City may bear, suffer or be put to as a result of the privilege herein allowed (including, without limiting the generality of the foregoing, construction lien claims or claims arising by reason of any damage to property or injury or death to persons);
6. that notwithstanding this Authority to Enter, and the carrying on of the works, the purchase referred to above shall be completed and the consideration paid in the same manner and to the same extent as if the City had not given this Authority to Enter to the Purchaser on the subject land and as if the Purchaser had not carried on the works;
7. that the Purchaser has not assigned its Agreement of Purchase and Sale with the City;
8. that in the event that the purchase is not completed by the date set out in the Agreement of Purchase and Sale, or any extension thereof, this Authority to Enter shall immediately terminate, and the Purchaser shall not further enter upon the subject land, and the City shall not be liable to pay or to compensate the Purchaser for costs of any improvements, additions, alterations, services or structures on, in or under the subject land;
9. that the Region shall provide the City with an endorsement from its General Liability Insurance Policy confirming that the City has been named as an additional insured for third party bodily injury and property damage to a limit of not less than \$2,000,000.00 per occurrence on claims made or occurrence policy basis and providing that the City hereby grants to the Region, permission to assume deductibles and/or self insured retained limits as the Region may deem necessary from time to time in various amounts not to exceed \$2,000,000.00.

10. that the Purchaser acknowledges that it is its responsibility to obtain all necessary approvals prior to entering the subject land, including municipal, provincial, federal or other governmental approvals and, including, without limiting the generality of the foregoing, contacting BU DIG, telephone 527-7977.

DATED at *the City of Hamilton* this *21st* day of *October* 19 *93*.

SIGNED, SEALED AND DELIVERED

in the presence of

Approved
as to form
Legal
Services

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

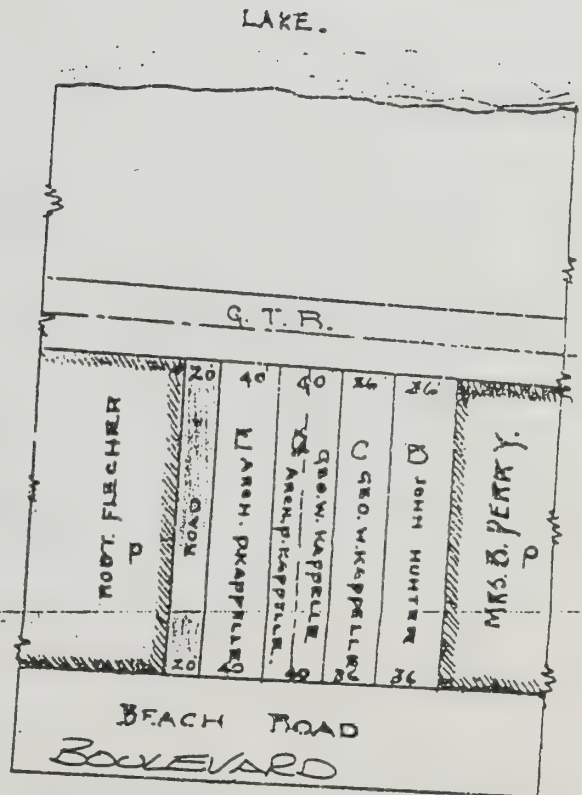
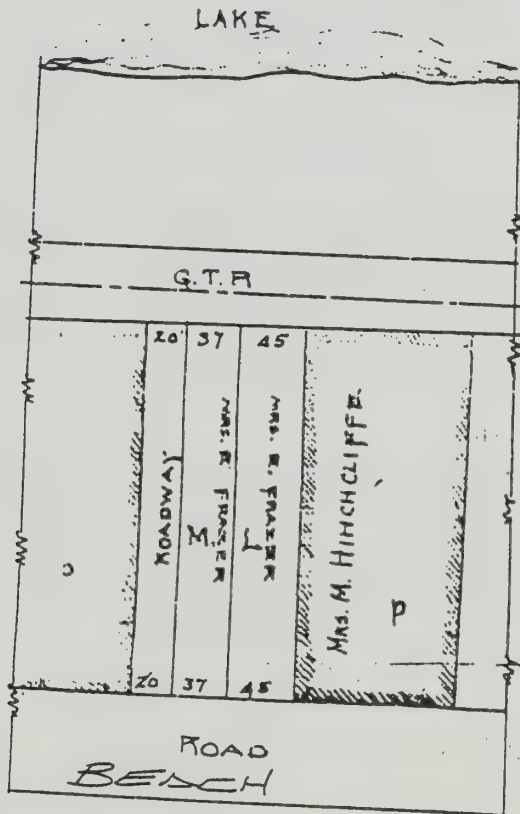
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) *[Signature]* (Seal)
) REGIONAL CHAIRMAN
) *[Signature]* (Seal)
) REGIONAL CLERK
)
) *[Signature]* (Seal)
) COMMISSIONER OF FINANCE

THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) _____ (Seal)
) MAYOR
)
) _____ (Seal)
) CITY CLERK
)
) _____ (Seal)

OFFICE OF THE CLERK
APPROVED BY COUNCIL

DATE *October 19/93*
REPORT *10-93* ITEM *24) ESC*
INTL. *25* YEAR/FILE *93-396*
John DeSard



SCHEDULE "A"

as from the Beach Commission and
 for released this 21st day of May 1910 @ 10.
 volume 452

Witnessing my Register

2(cxv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Dedication of Land to the City for
future roadway purposes
Robert Shelley Construction Limited
Parts 1 - 7 inclusive and Parts 10 and 11,
Plan 62R-9927

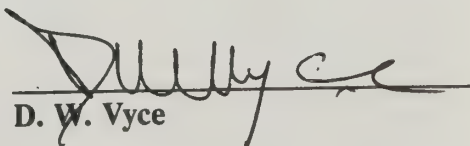
RECEIVED

NOV 10 1993

CITY CLERKS

RECOMMENDATION:

That the City accept title to the land required for the future extension of Eaglewood Drive and one foot reserves, if any, from Robert Shelley Construction Limited. This land described as Parts 1 - 7 inclusive and Parts 10 and 11 on Plan 62R-9927 is being dedicated to the City by its owner, in accordance with a draft plan of subdivision, and the developer's solicitor is to prepare the necessary deed and certify title to the City.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Robert Shelley Construction Limited is dedicating this land for the extension of Eaglewood Drive, to be included in Gagliano Gardens Addition.

1993 November 9
Transport and Environment Committee
Page 2

AC/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys

D. V. Christilaw, Subdivision Administrator, Roads Department

(93C-32)

PLAN 52R-1904

PART 1
PLAN 52R-1904

TRUMENT N° 39695 9-1

INSTRUMENT N° 412685 C.D.

PLAN 52R-1904
83.21 N16°49'20" E 49.43

N16°49'20" E MEAS (N16°48'10" E. 62R-7972)



PLAN 52R-7372

PART 2 - PLAN 52R-7972

INSTRUMENT

340794 C.D.

PART 1 - PLAN 52R-7972

PLAN 52R-7972

PLAN 52R-7972

INSTRUMENT

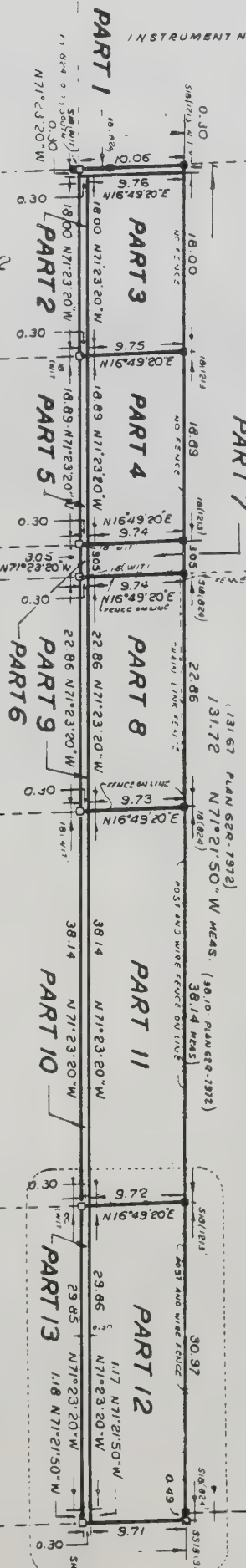
CONCESSIONS

PART 5 - PLAN 62R-7372
REMAINDER OF INST. N° 353112 C.D.

62R-9927

REMAINDER OF INSTRUMENT N° 39679 84R.

83.31 N16°48'50" E



PLAN OF SURVEY
SHOWING
PART OF LOT 7 - CONCESSION 8
GEOGRAPHIC TOWNSHIP OF BARTON
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - WESTWORTH
SCALE = 1:400
D.G. FRASER O.L.S. 1988

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT.
METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
LEGEND
D DENOTES A SURVEY MONUMENT PLANTED
SIB DENOTES A SURVEY MONUMENT FOUND
SSIB DENOTES A STANDARD IRON BAR
ID DENOTES A SHORT STANDARD IRON BAR
WIT DENOTES AN IRON BAR
WIT DENOTES A WITNESS
B4 DENOTES AT McILAREN O.L.S.
B12 DENOTES AT CLARKE O.L.S.
B13 DENOTES AT PETERS O.L.S.
CC DENOTES A CUT CROSS
BEARINGS ARE ASTROLOGIC AND REFERRED TO
THE WESTERN LIMIT OF PLAN 62R-9845
HAVING A BEARING OF N16°20'50" E

PART	LO.
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2	2
3	3
4	4
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2(cXvi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Tenancy Agreement
2656 King Street East
S. Shakeshaft

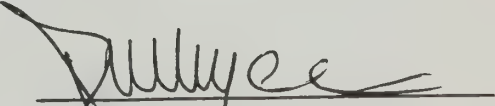
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NOV 10 1993

CITY CLERKS

RECOMMENDATION:

- a) That the City of Hamilton enter into a Tenancy Agreement with S. Shakeshaft to rent the premises known as 2656 King Street East, subject to the terms and conditions of the standard residential Tenancy Agreement.
- b) That commencing 1993 December 1 the monthly rent will be \$575 (including realty taxes of \$2,429.94 for 1993) and rental proceeds be credited to Account No. CH 44104 31106 (City Properties Rental).
- c) That the Mayor and City Clerk be authorized and directed to execute the standard residential Tenancy Agreement.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

1993 November 8
Transport and Environment Committee
Page 2

BACKGROUND:

The above mentioned City owned property was purchased in June of 1975 for open space purposes per the Vincent Neighbourhood Plan and for the future road widening project.

RJH/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

R. Swan, Manager, Building Operations and Maintenance Division

(10.1.41)

Address of Leased Premises: 2656 King Street East

Date of Tenancy Agreement: November 2, 1993

Landlord: The Corporation of the City of Hamilton
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

Tenant(s): SHARON SHAKESHAFT

The Tenant hereby offers to the Landlord to lease the said leased premises on the terms set out below. This offer shall remain open until accepted by the Landlord.

1. The lease shall commence on December 1, 1993 subject to the present Tenant, if any, vacating the leased premises and the term of the lease shall be from month to month.
2. Upon the signing of this offer to lease, the Tenant shall pay to the Landlord:
 - (a) rent in the amount of \$575.00 for the period from December 1, 1993 to December 31, 1993;
 - (b) the first regular month's rent of \$575.00 commencing December 1, 1993;
 - (c) the last month's rent of \$575.00. The Landlord agrees to pay interest on the last month's rent at 6% per year or such other rate determined by the Province of Ontario.
3. The Tenant agrees to pay the monthly rent of \$575.00 on the first day of each and every month during the lease term.
4. The Landlord shall pay local improvement charges, if any, in respect of the leased premises.
5. The Landlord shall pay realty taxes and all other charges on the tax roll on the leased premises.
6. The Tenant shall pay all charges, if any, for heat, sewer, water, gas, oil, electricity, telephone, cablevision and hot water tank rental.
7. The Tenant is responsible for ordinary cleanliness of the leased premises and for the repair and damage caused by his wilful or negligent conduct or omission or that of persons who are permitted on the leased premises by him.
8. The Landlord is responsible for providing and maintaining the leased premises in a good state of repair and fit for habitation during the tenancy and for complying with health and safety standards including any housing standard required by law.
9. The Tenant promises and agrees to the Landlord:
 - (a) that he will not make any alterations to the leased premises without the written permission of the Landlord;
 - (b) that he will not assign or sublet this Tenancy Agreement without the written permission of the Landlord;
 - (c) that he will not carry on any business on the leased premises without the written permission of the Landlord;
 - (d) that it is the Tenant's responsibility to maintain insurance on his personal property, contents and fixtures in the leased premises and to maintain and provide liability insurance;
 - (e) that all of the Tenant's chattels and Tenant's belongings which are left behind on the leased premises, upon the expiration or termination of the lease, or period of tenancy, shall be deemed to be abandoned and the Landlord may dispose of them as it sees fit;
 - (f) that representatives of the Landlord may enter the leased premises and inspect the leased premises upon 24 hours' written notice to the Tenant, or without prior notice in the event of an emergency;
 - (g) that he shall vacate the leased premises and he shall remove all of his possessions on the last day of the lease or period of tenancy.
 - (h) the Tenant acknowledges that the Landlord will be increasing the rent charged for the rent premises on an annual basis by the percentage set out in the Residential Complex Cost Index for the year as published by the Minister of Housing.
 - (i) this acknowledgement does not bind the Landlord in any way from raising the rent charged to a percentage higher than the said published percentage if such an increase is permitted by law.

10. The Tenant agrees to indemnify and save harmless the Landlord, its servants, agents, employees and other officials from and against all actions, causes of actions, interest, claims, demands, costs, taxes, damages, expenses and loss which against the Landlord any person now has or which his heirs, executors, administrators, successors and assigns now have or can or shall or may have for or by reason of or in any way arising out of the lease of the said leased premises to the said Tenant.
11. Either the Landlord or the Tenant may terminate this Lease by giving the other party at least 60 days' notice in writing.

12. The Tenant agrees to:

- (a) mail or deliver his monthly rent cheques to the following address:

The Corporation of the City of Hamilton
Treasury Department - Sundry Revenue
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

- (b) to show on the rent cheque the address of the leased premises together with the words "monthly rent";

- (c) to address all other correspondence, inquiries or notices to the following address:

The Corporation of the City of Hamilton
Real Estate Department
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

or to phone inquiries to the Real Estate Department at 546-4500.

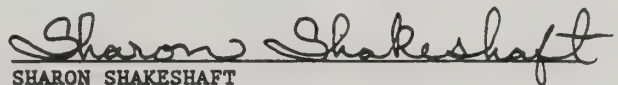
13. The Landlord agrees to mail or deliver all of its notices to the Tenant to the address of the leased premises.

Provided that in reading this Tenancy Agreement the word "Tenant" and the pronouns "he", "his" or "him" relating thereto and used therewith shall be read as "Tenant or Tenants" and "he", "she", "it" or "they", "his", "her", "its" or "their", or "him", "her", "it" or "them", respectively, as the number and gender of the party of parties referred to in each case require, and the number of the verb agreeing therewith shall be read as agreeing with the said word or pronoun so substituted.

IN WITNESS WHEREOF the Tenant has hereunto set his hand and seal.

In the Presence of




SHARON SHAKESHAFT

The Corporation of the City of Hamilton hereby accepts the offer of the Tenant to lease the said leased premises from the City upon the above terms and IN WITNESS WHEREOF The Corporation of the City of Hamilton has hereunto affixed its seal under the signatures of its duly authorized officers.

THE CORPORATION OF THE CITY OF HAMILTON

Mayor

City Clerk

20xi

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25
S609-01 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:


Incorporating certain City lands into various streets by By-Law. (R-93-83)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets as noted in Schedule "A":

Claudette Gate	Part 3	Plan 62R-12354
Leland Street	Parts 3 & 4	Plan 62R-11315
Upper Paradise Road	Parts 7 & 8	Plan 62R-12388
Duncairn Crescent	Parts 2, 4 & 6	Plan 62R-12372
Lynnette Drive	Block 17	Plan 62M-734

- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.


SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Claudette Gate	Part of Block 144, Plan 62M-679, design- ated as Part 3, on Plan 62R-12354	N/A	To complete the final width of Claudette Gate in that area and provide access from Lynnette Drive, Plan 62M-746 to Claudette Gate, Plan 62M-679	S703-85
Leland Street	Part of Lot 21, Registrar's Compiled Plan No. 1478 and part of Lot 64, Registrar's Compiled Plan No. 1480, designated as Parts 4 & 3 (respectively), on Plan 62R-11315	N/A	To complete the final width of Leland Street in that area	S609-01
Upper Paradise Road	Part of Lot 1, Conc. 1, in the geographic town- ship of Glanford, design- ated as Part 7, Plan 62R-12388	N/A	To provide access and hook-up between Upper Paradise Road (as established by By-Law No. 93-135) and Upper Paradise Road, Plan 62M-747	S708-68

(cont'd pg 3)

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Upper Paradise Road	Part of Lot 1, Conc. 1, in the geographic town- ship of Glanford, desig- nated as Part 8, Plan 62R-12388	N/A	To provide access from Parts 1, 2, 3 and 4, Plan 62R-12704 to Part 7, Plan 62R-12388, also being incorporated in this report	S708-68
Dun Cairn Crescent	Part of Lot 18, Con. 7, in the geographic town- ship of Barton, desig- nated as Parts 2, 4 & 6, Plan 62R-12372	N/A	To provide access from Gourley Survey Phase One, Plan 62M-748, to Dun Cairn Crescent (Name changed from Gondola Street by By-Law No. 93-204)	S708-71
Lynnette Drive	Block 17, Plan 62M-734	N/A	To provide access and hook-up from Lynnette Drive, Plan 62M-734 and Lynnette Drive, Plan 62M-746	S703-85


cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE PART OF BLOCK 144, PLAN 62M-679
DESIGNATED AS PART 3, PLAN 62R-12354
INTO CLAUDETTE GATE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Claudette Gate by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Claudette Gate.

Part of Parcel Reserves -1, Section 62M-679.

Part of Block 144, Plan 62M-679, designated as Part 3, on Plan 62R-12354.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being Part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1993.

City Clerk

Mayor

Mayor

Mayor

BY-LAW NO. 93-

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Upper Paradise Road by incorporating within its limits the lands described below;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Paradise Road.

Part of Lot 1, Concession 1, in the geographic township of Glanford, designated as Part 8, on Plan 62R-12388.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE BLOCK 17, PLAN 62M-734
INTO LYNNETTE DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Lynnette Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Lynnette Drive.

Parcel Reserves -1, Section 62M-734.

All of Block 17, Plan 62M-734.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being All of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

2(p)Gi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 22
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department


SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1993 November 22

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 JKC:MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: December 14, 1993

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
476 Ferguson Ave. W.	Portion of Building measuring 1.67' x 45.22' and a wood deck measuring 1.64' x 7.00' on Macauley Street. Portion of building measuring 1.4' x 23.28' and stoop and stairs measuring 4.65' x 6.10' on Ferguson Ave.	J.D. Helson 20 Hughson Street S. Hamilton Ontario L8N 2A1	\$112/20.00	T103 50 (1043)
455 Charlton Ave. W.	Bay Window measuring 0.8' x 3.5'	Lillian Hincks 455 Charlton Ave. W. Hamilton Ontario	\$112/20.00	T103 50 (989)
39 Division Street	Portion of Building on Vansitmart Street measuring 0.49' x 23.3'	E. F. Cain 340 Main Street E. Hamilton Ontario L8N 1J1	\$112/20.00	T103 50 (1013)
211 Victoria Ave. W.	Building and Porch on Robert Street measuring 0.24' x 24.81'	H. Mandel Barrister and Solicitor 27 Queen Street E. Toronto Ontario M5C 2M6	\$112/20.00	T103 50 (991)
1122 Cannon Street E.	Wood Steps measuring 1.38' x 3.5'	Petrini, Rubenstein & Waxman 242 James Street S. Hamilton Ontario L8P 3B3	\$112/20.00	T103 50 (973)
4 Robins Street	Eaves measuring on Sunnidale Ave. measuring 0.33' x 47.38'	Petrini, Rubenstein & Waxman 242 James Street S. Hamilton Ontario L8P 3B3	\$112/20.00	T103 50 (984)
31 Dalkeith Street	Porch measuring 0.76' x 17.78' Steps measuring 3.00' x 3.33'	Burns Vasan Christmas McLeod P.O. Box 987 Hamilton Ontario L8N 4B7	\$112/20.00	T103 50 (1010)
208 Catharine Street N.	Eaves, Gutter, Footing & Step measuring 0.90' x 12.0'	L. Bartolotta (owner)	\$230/20.00	T103 50 (1073)

271 Robert Street	Porch and Steps measuring 3.0' x 5.0'	Jose and Margarida Faria (Owner)	\$132/20.00	T103 50 (942)
41-45 Cathcart Street	Landscaping measuring 3.48', x 17.38' and a Concrete Ramp measuring 1.80' x 3.48'	P. Kennedy Barrister and Solicitor 40 Mohawk Road E. Hamilton Ontario L9C 7M5	\$112/20.00	T103 50 (994)
44 Fairview Ave.	Portion of Building massuring 0.15' x 20.52'	R. Koterski 2201 Brant Street Burlington Ontario L7P 3N8	\$112/20.00	T103 50 (934)
337-339 Hughson Street	N. Cornice and Step measuring 0.5' x 3.00'	Dudzic Barristers and Solicitors 105 Main Street E. Hamilton Ontario L8N 3R1	\$112./20.00	T103 50 941)
242 Rosslyn Ave.	Steps measuring 1.84' x 3.4'	Simpson & Watson 950 King Street W. Hamilton Ontario L8S 1K8	\$112/20.00	T103 50 (946)
299 John Street N.	Steps measuring 1.7' X 4.0'	T. Lofchik 46 Jackson Street E. Hamilton Ontario L8N 4G3	\$112/20.00	T103 50 (1068)

2(Exi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 4

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Sodium Chloride Coarse Crushed
for the 1993-1994 winter season

RECEIVED

NOV 05 1993

CITY CLERKS

RECOMMENDATION:

That a purchase order be issued to Sifto Canada, Mississauga, for the supply and delivery of Sodium Chloride Coarse Crushed as and when required by the Public Works Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Delivered Price</u>	<u>Picked Up Price</u>
\$34.55 per tonne	\$32.75 per tonne, plus applicable taxes


T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Estimated expenditure \$1,727,500.

BACKGROUND: Tender Analysis - Price for tonne plus applicable taxes

	<u>Delivered</u>	<u>Picked Up</u>
Sifto Canada Inc., Mississauga	\$34.55	\$32.75
The Canadian Salt Co., Mississauga	36.24	32.50
Akzo Salt Ltd., Mississauga	38.20	38.20

26Xii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 4

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Treated Screened Sand, 1993-
1994 Winter Sanding Season

RECEIVED

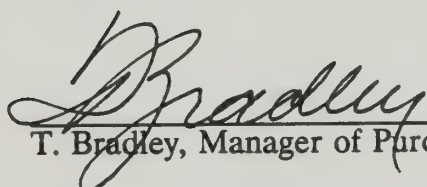
NOV 05 1993

CITY CLERKS

RECOMMENDATION:

That a purchase order be issued to Lakeview Sand and Gravel, Paris, to supply and deliver Treated Screened Sand during the 1993-1994 winter sanding season as and when required by the Public Works Department, being the lowest of five tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Delivered Price</u>	<u>Picked Up Price</u>
\$14.41 per tonne	\$10.72 per tonne, plus applicable taxes


T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
Estimated expenditure \$288,200.

BACKGROUND: Tender Analysis -Prices per tonne, applicable taxes extra

	<u>Delivered</u>	<u>Picked Up</u>
Lakeview Sand & Gravel, Paris	\$14.41	\$10.72
TCG Materials, Brantford	14.45	11.15
Waterford Sand & Gravel, Waterford	15.75	12.20
Redland Quarries, Dundas	17.43	14.36
Louis McNichol Trucking, Mitchell	20.01	14.41

This tender was advertised and thirty-four known suppliers invited to bid. Three suppliers declined and the balance did not respond.

2(F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 30

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, appearing to be 'J. Christenson', is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1993 November	Kevin C. Christenson Secretary	Great Lakes Pollution Prevention Centre Agenda	1993 November 1
1993 November 2	Doug Lobo, Director of Public Works	Storm Damages - Ice Storm April 1, 1993	1993 November 9
1993 November 25	Doug Lobo, Director of Public Works	Status of Pavement Management System	1993 November 26

K. C. Christenson, Secretary
1993 December 6

3(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 1

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo J. G. Pavelka, P.Eng.
Director of Public Works Chief Administrative Officer

SUBJECT: Two-Man Sanitation Crews (93.1106.05)

RECOMMENDATION:

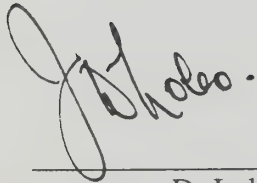
- a) That the Director of Public Works implement "two-man" crews to replace "three-man" crews to collect garbage commencing on January 10, 1994 and to be implemented as quickly as possible,
- b) That a new position titled "Driver/Loader" be created, rated, posted and filled as quickly as possible,
- c) That the implementation of the "two-man" crews not result in any employee being permanently laid off.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

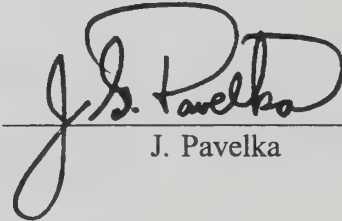
Two-man Sanitation crews has the potential of saving approximately \$633,800 annually by:

- a) reducing the labour component by 19 positions which represents a reduction of approximately \$847,200,
- b) increasing the number of pieces of equipment by 3.0 which represents an increase of approximately \$213,400,
- c) increasing the rate of pay for a newly created position titled "Driver/Loader" which will be a higher rate of pay than the existing rates of pay for the existing positions of "Driver" and "Loader".

The attached table titled "Comparison of Three-Man to Two-Man Packer System" details the differences in labour and equipment between the two systems.

A handwritten signature in cursive script, appearing to read "D. Lobo", positioned above a horizontal line.

D. Lobo

A handwritten signature in cursive script, appearing to read "J. Pavelka", positioned above a horizontal line.

J. Pavelka

Comparison of Three-Man to Two-Man Packer System

	Three Man Crews		Two Man Crews	
	Average Daily Numbers of Crews	24.2		27
Loaders	Average Number/Day	48.4		0
	Hourly Rate (including benefits)	\$23.754		\$23.754
	Yearly Total		\$2,391,363	\$0
Drivers	Average Number/Day	24.2		0
	Hourly Rate (including benefits)	\$24.004		\$24.004
	Yearly Total		\$1,208,265	\$0
Driver/Loaders	Average Number/Day	0		54
	Hourly Rate (including benefits)	\$24.505		\$24.505
	Yearly Total		\$0	\$2,752,402
	Total Labour Costs		\$3,599,628	\$2,752,402
	Total No. of Employees	72.6		54
				Difference (\$847,226) (18.6)
20 Cu. Yd. Packers	Average Number/Day	7		8
	Hourly Rate	\$24.80		\$24.80
	Yearly Total		\$361,088	\$412,672
25 Cu. Yd. Packers	Average Number/Day	17		19
	Hourly Rate	\$38.90		\$38.90
	Yearly Total		\$1,375,504	\$1,537,328
	Total Equipment Costs		\$1,736,592	\$1,950,000
	Total Pieces of Equipment	24		27
	Accumulated Totals		\$5,336,220	\$4,702,402 (\$633,818)

BACKGROUND:

Preamble

The City of London, the City of North York and a several other municipalities already have changed their collection service to two man packer crews for garbage collection.

With two man crews, both crew members will be both driver and loader - switching off to ensure that neither employee loads for too long. In fact, our municipality is one of the last to switch to the two man packer system.

The City has offered to provide training to allow existing staff (Loaders) to obtain their "DZ" licences. There is also the possibility of early retirements, transfers, etc. for those who cannot obtain the proper licensing or perform the new duties due to medical reasons such as a bad heart, back ailment or similar problem.

We are working with the co-operation and assistance of the C.U.P.E. Local 5, representing the workforce, to smoothly implement this new procedure. This Section of Public Works is efficient with a lot of good people which should make this proposed change more easy to complete.

In the City of London, their crews initially dropped 2 to 3 tonnes per day per truck but have since come back up to normal weights.

Local 5 has expressed concern for employee burnout and turnover of employees in a situation such as this one.

A trial period was used as a basis to determine how this might be implemented and what factors would have to be dealt with during implementation.

a) Trial Period Details & Issues

- * started the week of Monday, 1993 June 14.
- * was done on the basis of one full Section as opposed to a few isolated crews since that would give more information.
- * it was noted that the "mountain" part of the City is completely different for garbage collections as compared to the lower City; It was agreed that the trial period would occur for a week or so in Section 2 (lower City) and a week or so in Section 3 (mountain).
- * employees who knew the routes were required.
- * in the trial, we tried some two-man crews with two DZ drivers who will switch off and a few two-man crews where a driver cannot load and a loader cannot drive.

- * It was, again, noted that there may be some employees who are drivers (but cannot load) and some loaders (who cannot drive). If these are to work together (in the short term), they must be capable of doing the job and the foremen will have to make those judgements, subject to the usual challenges. The short term in this case refers to two things: (a) as long as the combination of a loader and driver can do the work and (b) until the employee leaves Sanitation in one way or another.
- * In future, both crew members will be required to do both jobs but there will be a phase in period.

b) Other Issues

- * By-Law Enforcement - with the two-man crew, stricter enforcement of the weight and number of bag restrictions will have to be done. It was also noted that an information campaign to educate the public should be done so that the rules and the reasons for same are made known to all.
- * Composting - The effect of new regulations for composting, disposal of grass and other similar waste types is unknown at this time. Local 5 advised that they want the City Local 5 staff to be involved in any new collection service.
- * Men who want out of Sanitation - The current Collective Agreement does not provide for transfers to other positions - just to the **same** position at another location which means that Sanitation Workers have nowhere to which to transfer. All movement from Sanitation will be accomplished through the posting process - except those daily transfers required as a result of absences.
- * Reductions in staff - It was recognized that a reduction in staff will occur - it was noted that due to the Early Retirement package, sufficient numbers of vacancies will be generated so that, with other existing vacancies, no existing employee should lose his job.
- * In the new dual job, the employee must be able to do both aspects of the job. A Job Description is to be prepared stressing that both aspects of the dual job must be able to be done by the one employee.
- * All future postings in Sanitation will be for the dual position.
- * It was discussed that the best protection for Sanitation employees would be that, in the event of layoffs, employees who want to bump into Sanitation must bump into the dual position (be able to do both jobs). Local 5 would have to agree with this arrangement if it was to be enforceable.
- * If a Thrower wants to remain in Sanitation and just throw, he/she must be able to throw all day.

- * Foremen have asked Loaders who wants to be trained to obtain their "DZ" Driver's Licence. In fact, most of this training has been completed.
- * There will be a surplus number of employees in that Section in the estimated amount of 23. These people will have to leave this Section. This will result in one of two outcomes:
 - ◆ Early retirements through the current program for this purpose.
 - ◆ These employees will be moved to other Sections through the posting process resulting in surplus employee numbers in that Section or replacing employees who choose to retire early.
- * Implementation is proposed for 1994 January 10th. This allows the Christmas and New Year holiday collections to be completed allowing the new system to start on normal collection days. There will be a phase-in period to find spots for Sanitation staff which cannot do the work on the two-man crews in Sanitation or wish to leave as this system is implemented.
- * The Driver/Loader position is agreed to be a new position and it must be filled through the posting process.
- * Should training be required for employees who must be displaced as a result of the process of implementation of the two-man packer system, we are prepared to discuss the implementation of a training program relevant to the needs of the displaced employees.

Trial Period Results

- * The number of tons per load should be in the order of 8 to 9 for a 20 Cu. Yd. packer and between 11 and 12 for a 25 Cu. Yd. packer. This appears to have been achieved (or nearly so) in Section 2 in the lower City but in Section 3, which uses almost all 25 Cu. Yd. machines, the average was lower. This can be attributable to the crews not filling up the packer or from having low tonnage second loads. In this case, however, the weigh sheets appear to show that the packer was not filled on the first or second loads.
- * There is a need to maintain an incentive for the crews to finish their work in an efficient and expeditious fashion. In this regard, based on their starting time of 7:00 a.m. and a standard thirty minute paid lunch break, the regular day would end at 3:00 p.m. Taking into account lunch time and two breaks - per the contract - they should work to 2:00 p.m. With a reasonable incentive, they should be able to finish their picking up the garbage on the street by 1:30 p.m. giving them approximately one hour to empty their last load of garbage and then return to the depot by 2:00 p.m. or 2:30 p.m. depending on the day of the week.

- * With the number of crews proposed, estimated annual savings of approximately \$600,000 should be realized by this switch but this may take a couple of years to fully achieve. These costs include a provision for a higher pay rate for those employees who perform the new dual function of both Driver and Loader.

JGP/DL/DH/
attach

c.c. Mr. S. Gratton, President, C.U.P.E. Local 5

Three Man Operation

[illegible]

Two Man Operation

[illegible]

3(6)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Director of Public Works

SUBJECT: Public Works Department - Local Roads Division
1994-2003 Provisional Capital Budget

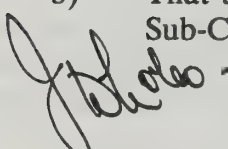
RECEIVED

NOV 25 1993

CITY CLERKS

RECOMMENDATION:

- a) That the attached capital projects from the Public Works Department be considered for inclusion in the ten year 1994-2003 Provisional Capital Budget, and
- b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and City Council.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team

BACKGROUND:

Corporate Overview

The proposed 1994-2003 Capital Budget currently represents a \$130,363,000 increase in gross cost over the 1993-2002 Capital Budget noted as follows (000's):

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$365,829	\$ 47,493	\$318,336
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>235,466</u>	<u>65,153</u>	<u>170,313</u>
Over/(Under)	<u>\$130,363</u>	<u>\$(17,660)</u>	<u>\$148,023</u>

Corporate Overview - Continued

NET CAPITAL BUDGET BY YEAR


	Net Cost (000's)		
	Past 1993-2002 <u>Capital Budget</u>	Proposed 1994-2003 <u>Capital Budget</u>	<u>Over/(Under)</u>
1994	\$15,525	\$22,521	\$ 6,996
1995	23,642	27,077	3,435
1996	19,887	25,598	5,711
1997	24,042	26,577	2,535
1998	21,283	34,947	13,664
1999	13,185	31,405	18,220
2000	12,301	17,815	5,514
2001	25,794	25,040	(754)
2002	14,654	17,576	2,922
2003	-	89,780	89,780
	<u>\$170,313</u>	<u>\$318,336</u>	<u>\$148,023</u>

Note should be made that there is a \$6,996,000 increase being proposed in 1994 at this time. If these projects are financed by debentures there will be an increase in debenture cost of \$1.1 million in the following year and operating cost in the 1994 annual operating budget.

Departmental Overview

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

It should be noted that there is a shortfall of subsidy during this ten year period in comparison to the 1993-2002 Capital Budget due to the City's involvement in the non-subsidizable expenditures. Although the Province provides a 50% subsidy on eligible expenditures, there is an increase in non-subsidizable expenditures, therefore we are now estimating 25% of gross expenditure as subsidy whereas in previous years we have assumed 32% as subsidy, which did not materialize.


NRA/RPM:jh
Attchs.

c.c. Mr. N. Adhya, Treasury Department
Mrs. S. Reeder, Secretary, Finance & Administration Committee

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: Erosion Control - Wire Creek
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Erosion control to slope at Wire Creek and CP Rail west of National Drive. Repair concrete drop
structures on Wire Creek north of CP Rail right-of-way and east of Quigley Road.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 100,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ NIL
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 100,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>100,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:
(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

- (b) If no, the basis of assumptions _____
3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

- (a) WITHIN THE CITY DEPARTMENTS NIL
(b) IN THE COMMUNITY 2.0

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

- (a) FIRST YEAR - DATE (MONTH-YEAR) _____
(b) GROSS COST (All Inclusive) \$ _____
(c) LESS RECOVERY/REVENUE \$ _____
(d) NET CITY'S COST \$ NIL
(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
(f) GROSS COST (All Inclusive) \$ _____
(g) LESS RECOVERY/REVENUE \$ _____
(h) NET CITY'S COST \$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

CP Rail embankment may become unstable

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

- No X Yes ; If yes,
(a) PROJECT NO. (1993-2002 Capital Budget) _____
(b) AT CITY'S COST OF \$ _____
(c) SCHEDULED TO START IN THE YEAR _____

[Signature]

Signature of Department Head/
Local Board Manager

23rd Nov 93

Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):

- (a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes No
(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: \$ _____
(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1994 Reconstruction Programme
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 7,015,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 1,754,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 5,261,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>5,261,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

143.2

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

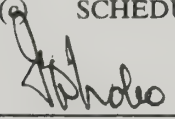
102.0

(b) AT CITY'S COST OF

\$ 4,769,000

(c) SCHEDULED TO START IN THE YEAR

1994


Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1995 - 1998 Reconstruction Programme
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 30,240,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 7,560,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 22,680,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>5,419,000</u>	- 2000 \$ _____
- 1996 \$ <u>5,584,000</u>	- 2001 \$ _____
- 1997 \$ <u>5,752,000</u>	- 2002 \$ _____
- 1998 \$ <u>5,925,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

617.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

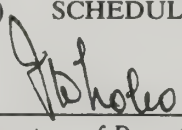
104.0, 106.0, 108.0 & 110.0

(b) AT CITY'S COST OF

\$ 25,332,000

(c) SCHEDULED TO START IN THE YEAR

1995


Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 98

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1999 - 2003 Reconstruction Programme
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1999
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 2003
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 43,195,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 10,800,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 32,395,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>6,101,000</u>
- 1995 \$ _____	- 2000 \$ <u>6,285,000</u>
- 1996 \$ _____	- 2001 \$ <u>6,472,000</u>
- 1997 \$ _____	- 2002 \$ <u>6,667,000</u>
- 1998 \$ _____	- 2003 \$ <u>6,870,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

881.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

112.0, 114.0, 116.0 & 118.0 (Partial)

(b) AT CITY'S COST OF

\$ 24,238,000

(c) SCHEDULED TO START IN THE YEAR

1999



Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1994 Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Owner's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 710,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 178,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 532,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>532,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

14.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

245.0

(b) AT CITY'S COST OF

\$ 484,000

(c) SCHEDULED TO START IN THE YEAR

1994

[Signature]
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1995 - 1998 Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Owner's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 3,065,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 767,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 2,298,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>547,000</u>	- 2000 \$ _____
- 1996 \$ <u>566,000</u>	- 2001 \$ _____
- 1997 \$ <u>585,000</u>	- 2002 \$ _____
- 1998 \$ <u>600,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

62.6

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

245.0 & 246.0

(b) AT CITY'S COST OF

\$ 2,187,000

(c) SCHEDULED TO START IN THE YEAR

1995

J. A. Hobbs
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1999 - 2003 Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Owner's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1999
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 2003
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 4,365,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 1,091,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 3,274,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>615,000</u>
- 1995 \$ _____	- 2000 \$ <u>634,000</u>
- 1996 \$ _____	- 2001 \$ <u>656,000</u>
- 1997 \$ _____	- 2002 \$ <u>675,000</u>
- 1998 \$ _____	- 2003 \$ <u>694,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

79.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

246.0 (Partial)

(b) AT CITY'S COST OF

\$ 2,643,000

(c) SCHEDULED TO START IN THE YEAR

1999


Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1994 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
City's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 630,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 158,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 472,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>472,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

14.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

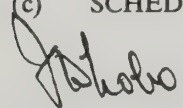
103.0

(b) AT CITY'S COST OF

\$ 435,000

(c) SCHEDULED TO START IN THE YEAR

1994



Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1995 - 1998 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
City's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 2,720,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 682,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 2,038,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>487,000</u>	- 2000 \$ _____
- 1996 \$ <u>502,000</u>	- 2001 \$ _____
- 1997 \$ <u>517,000</u>	- 2002 \$ _____
- 1998 \$ <u>532,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

55.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive) _____

\$ _____

(c) LESS RECOVERY/REVENUE _____

\$ _____

(d) NET CITY'S COST _____

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) _____

\$ _____

(g) LESS RECOVERY/REVENUE _____

\$ _____

(h) NET CITY'S COST _____

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

105.0, 107.0, 109.0 & 111.0

(b) AT CITY'S COST OF

\$ 1,907,000

(c) SCHEDULED TO START IN THE YEAR

1995

[Signature]
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov. 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE: _____

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: _____

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: _____

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1999 - 2003 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
City's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) X
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ NIL
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) JAN 1999
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): DEC 2003
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 3,875,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy MTO Road Subsidy
and describe) _____ \$ 970,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ NIL
 - (d) NET CITY'S COST: \$ 2,905,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>547,000</u>
- 1995 \$ _____	- 2000 \$ <u>562,000</u>
- 1996 \$ _____	- 2001 \$ <u>581,000</u>
- 1997 \$ _____	- 2002 \$ <u>600,000</u>
- 1998 \$ _____	- 2003 \$ <u>615,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

79.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

113.0, 115.0, 117.0 & 119.0 (Partial)

(b) AT CITY'S COST OF

\$ 2,341,000

(c) SCHEDULED TO START IN THE YEAR

1999

J. Pholo
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93.
Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

CITY OF HAMILTON
- RECOMMENDATION -

3(4)

DATE: 1993 December 3

REPORT TO: Mr. K. Christenson
Secretary, Transport & Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Public Works Department
Streets & Sanitation Division
1994-2003 Provisional Capital Budget (93.0302)

RECOMMENDATION:

That the Transport and Environment Committee consider the attached capital projects from the Public Works Department, Streets Division, for consideration in the ten (10) year 1994-2003 Provisional Capital Budget to be reviewed and recommended by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and City Council.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See Attached Table.

Corporate Overview:

The proposed 1994 - 2003 Capital Budget currently represents a \$130,363,000 increase in gross cost over the 1993 - 2002 Capital Budget noted as follows (000's):

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$365,829	\$ 47,493	\$318,336
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>235,466</u>	<u>65,153</u>	<u>170,313</u>
Over/(Under)	<u>\$130,363</u>	<u>\$(17,660)</u>	<u>\$148,023</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

3% Inflation Rate

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

NIL

(b) IN THE COMMUNITY

79.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ NIL

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ NIL

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

113.0, 115.0, 117.0 & 119.0 (Partial)

(b) AT CITY'S COST OF

\$ 2,341,000

(c) SCHEDULED TO START IN THE YEAR

1999

J. Pholo.

Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 99.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

CITY OF HAMILTON
- RECOMMENDATION -

3(4)

DATE: 1993 December 3

REPORT TO: Mr. K. Christenson
Secretary, Transport & Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Public Works Department
Streets & Sanitation Division
1994-2003 Provisional Capital Budget (93.0302)

RECOMMENDATION:

That the Transport and Environment Committee consider the attached capital projects from the Public Works Department, Streets Division, for consideration in the ten (10) year 1994-2003 Provisional Capital Budget to be reviewed and recommended by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and City Council.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See Attached Table.

Corporate Overview:

The proposed 1994 - 2003 Capital Budget currently represents a \$130,363,000 increase in gross cost over the 1993 - 2002 Capital Budget noted as follows (000's):

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$365,829	\$ 47,493	\$318,336
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>235,466</u>	<u>65,153</u>	<u>170,313</u>
Over/(Under)	<u>\$130,363</u>	<u>\$(17,660)</u>	<u>\$148,023</u>

NET CAPITAL BUDGET BY YEAR

	Net Cost (\$000's)		
	Past 1993-2002 <u>Capital Budget</u>	Proposed 1994-2003 <u>Capital Budget</u>	<u>Over/(Under)</u>
1994	\$ 15,525	\$ 22,521	\$ 6,996
1995	23,642	27,077	3,435
1996	19,887	25,598	5,711
1997	24,042	26,577	2,535
1998	21,283	34,947	13,664
1999	13,185	31,405	18,220
2000	12,301	17,815	5,514
2001	25,794	25,040	(754)
2002	14,654	17,576	2,922
2003	-	89,780	89,780
	<u>\$170,313</u>	<u>\$318,336</u>	<u>\$148,023</u>

Note should be made that there is a \$6,996,000 increase being proposed in 1994 at this time. If these projects are financed by debentures there will be an increase in debenture cost of \$1.1 million in the following year and operating cost in the 1994 annual operating budget.

BACKGROUND:

The attached submission forms have been sent to the Finance and Administration Committee for their information.

The approved 1993-2002 Capital Budget for the Streets Division of Public Works is \$4,994,000. The Capital Budget submission for the Streets Division of Public Works for the budget period from 1994 - 2003 is \$4,481,000 - a reduction of \$513,000. This is exclusive of the "Local Roads" portion of this budget.

DL/dh:jh
attch.

c.c. Mr. N. Adhya, Treasury Department
Mrs. S. Reeder, Secretary, Finance & Administration Committee

Public Works Department

1994 - 2003 Capital Budget Submission

(In \$1,000's)

Print Date & Time
03-Dec-93 09:41 AM

Description	5 YEAR										TOTALS	
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	5 YEAR	TOTALS
Part "A" - Equipment - Subdivision Expansion												
Snow Blowers (Mountable)	0	139	144	0	0	0	0	0	0	0	0	283
Sander Wing Plow	120	0	0	0	0	0	143	0	152	0	295	415
Refuse Packer (25 cu.yd. High Density)	0	140	0	0	200	0	0	0	220	0	220	560
Street Sweeper	0	0	180	0	200	0	0	220	0	0	220	600
Sub Total Part "A"	120	603	324	0	400	0	143	220	372	0	735	1,858
Part "B" - Improved Service/Safety												
Truck Hoists (Mounted) }	0	0	60	0	0	66	0	0	72	0	138	198
Motorized Vehicle Signals }												
Sub Total Part "B"	0	0	60	0	0	66	0	0	72	0	138	198
Part "C" - Construction												
Reconstruct Extra Garage Bay - Ferguson Yar	0	320	0	0	0	0	0	0	0	0	0	320
Reconstruct Quonset Extra Bay - Brampton Yd	0	0	0	0	500	550	0	0	0	0	550	1,050
Upgrading Maintenance Depots	50	50	50	50	50	50	50	50	50	50	250	500
Mountain Steps (Queen Street Hill)	540	0	0	0	0	0	0	0	0	0	0	540
Erosion Control - Wire Creek	100	0	0	0	0	0	0	0	0	0	0	100
Reconstruction Programme	5,261	5,419	5,584	5,752	5,925	6,101	6,285	6,472	6,667	6,870	32,395	60,336
Owners Share of Locals (Residential)	532	547	566	585	600	615	634	656	675	694	3,274	6,104
City's Share of Locals (Residential)	472	487	502	517	532	547	562	581	600	615	2,905	5,415
Sub Total Part "C"	6,955	6,823	6,702	6,904	7,607	7,863	7,531	7,759	7,992	8,229	800	35,791
TOTAL SUBMISSION	7,075	7,426	7,086	6,904	8,007	7,929	7,674	7,979	8,436	8,229	1,673	37,847

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To expand snow clearing service and accommodate subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate flooding and snow build up from crosswalks. Snow has to be blown once the windrow is three feet wide for safety.

4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept., 1995
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 139,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 139,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>139,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:
(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

- (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS Nil
(b) IN THE COMMUNITY 2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	<u>May, 1995</u>	
(b)	GROSS COST (All Inclusive)		\$ <u> </u>
(c)	LESS RECOVERY/REVENUE		\$ <u> </u>
(d)	NET CITY'S COST		\$ <u>Nil</u>
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>Jan., 1996</u>	
(f)	GROSS COST (All Inclusive)		\$ <u> </u>
(g)	LESS RECOVERY/REVENUE		\$ <u> </u>
(h)	NET CITY'S COST		\$ <u>Nil</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

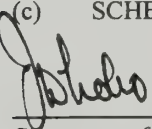
14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Hazardous road conditions for motorists. Lane closures. Flooding. Public anger. Political disagreement.
Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a)	PROJECT NO. (1993-2002 Capital Budget)	<u>127.0</u>
(b)	AT CITY'S COST OF	\$ <u>140,000</u>
(c)	SCHEDULED TO START IN THE YEAR	<u>1995</u>


Signature of Department Head/
Local Board Manager

23rd Nov 93.
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes No
(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: \$
(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To expand snow clearing service and accommodate subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate floding and snow build up from crosswalks. Snow has to be blown once the windrow is three feet wide for safety.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1996
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept., 1996
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 144,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 144,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ <u>144,000</u>	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS Nil
(b) IN THE COMMUNITY 3.0

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	<u>May, 1996</u>	
(b)	GROSS COST (All Inclusive)		\$ <u> </u>
(c)	LESS RECOVERY/REVENUE		\$ <u> </u>
(d)	NET CITY'S COST		\$ <u>Nil</u>
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>Jan., 1997</u>	
(f)	GROSS COST (All Inclusive)		\$ <u> </u>
(g)	LESS RECOVERY/REVENUE		\$ <u> </u>
(h)	NET CITY'S COST		\$ <u>Nil</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Hazardous road conditions for motorists. Lane closures. Flooding. Public anger. Political disagreement.
Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a)	PROJECT NO. (1993-2002 Capital Budget)	<u>131.0</u>
(b)	AT CITY'S COST OF	\$ <u>145,000</u>
(c)	SCHEDULED TO START IN THE YEAR	<u>1996</u>

[Handwritten Signature]

Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes No
(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: \$
(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 1994, this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer, this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 120,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 120,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>120,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

2.4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 1994

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1995

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ 10,000

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

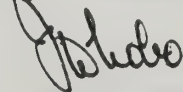
120.0

(b) AT CITY'S COST OF

\$ 120,000

(c) SCHEDULED TO START IN THE YEAR

1994



Signature of Department Head/
Local Board Manager

Signature of C.A.O

23 Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2000, this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer, this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 2000
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2000
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 143,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 143,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ <u>143,000</u>
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:
(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

- (b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS	<u>Nil</u>
(b) IN THE COMMUNITY	<u>2.8</u>

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)	<u>July, 2000</u>	
(b) GROSS COST (All Inclusive)		\$ <u> </u>
(c) LESS RECOVERY/REVENUE		\$ <u> </u>
(d) NET CITY'S COST		\$ <u>Nil</u>
(e) FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>Jan., 2001</u>	
(f) GROSS COST (All Inclusive)		\$ <u> </u>
(g) LESS RECOVERY/REVENUE		\$ <u> </u>
(h) NET CITY'S COST		\$ <u>10,000</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

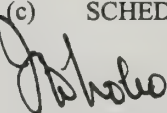
14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)	<u>144.0</u>
(b) AT CITY'S COST OF	\$ <u>135,000</u>
(c) SCHEDULED TO START IN THE YEAR	<u>2000</u>



Signature of Department Head/
Local Board Manager

23rd Nov 93.

Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING:	_____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:	
Yes <u> </u> No <u> </u>	
(c) IF DEBENTURE FINANCING:	
(i) ANNUAL DEBENTURE FINANCING COST:	\$ <u> </u>
(ii) TOTAL CARRYING COST OF RETIRING DEBT:	\$ <u> </u>

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2002, this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer, this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 2002
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2002
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 152,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 152,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ <u>152,000</u>
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 2002

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 2003

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ 10,000

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

150.0

(b) AT CITY'S COST OF

\$ 140,000

(c) SCHEDULED TO START IN THE YEAR

2002


Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works , Streets Division
2. PROJECT NAME: Refuse Packer - 25 cubic yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly garbage collection to new subdivisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 1995.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE _____ x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1995
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 140,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 140,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>140,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

2

(b) IN THE COMMUNITY

2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 1995

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1996

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

129.0

(b) AT CITY'S COST OF

\$ 140,000

(c) SCHEDULED TO START IN THE YEAR

May, 1995


Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works , Streets Division
2. PROJECT NAME: Refuse Packer - 25 cubic yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly garbage collection to new subdivisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 1998.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE _____ x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1998
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 200,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 200,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ <u>200,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

2

(b) IN THE COMMUNITY

4.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 1998

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1999

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

136.0

(b) AT CITY'S COST OF

\$ 200,000

(c) SCHEDULED TO START IN THE YEAR

May, 1998

[Signature]

Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works , Streets Division
2. PROJECT NAME: Refuse Packer - 25 cubic yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly garbage collection to new subdivisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 2002.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 2002
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2002
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 220,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 220,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ <u>220,000</u>
- 1998 \$ _____	- 2003 \$ _____

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67
Kilometres of roadway which will be added to the System by 1995.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1996
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1996
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 180,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 180,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ <u>180,000</u>	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

1

(b) IN THE COMMUNITY

3.7

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 1996

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1997

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

126.0

(b) AT CITY'S COST OF

\$ 180,000

(c) SCHEDULED TO START IN THE YEAR

May, 1996

[Signature]
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 96

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division _____
2. PROJECT NAME: Subdivision Street Sweeper _____
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67 Kilometres of roadway which will be added to the System by 1998.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1998
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 200,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 200,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ <u>200,000</u>	- 2003 \$ _____

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67 Kilometres of roadway which will be added to the System by 2001.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 2001
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2001
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 220,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 220,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ <u>220,000</u>
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

1

(b) IN THE COMMUNITY

4.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

July, 2001

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 2002

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

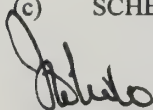
146.0

(b) AT CITY'S COST OF

\$ 220,000

(c) SCHEDULED TO START IN THE YEAR

May, 2002



Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Supply and install flashing arrow boards and hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative to loading items in excess of 70 lbs.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1996
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1996
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 60,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 60,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ <u>60,000</u>	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Purchase of equipment - Fleet Services.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

1.2

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

May, 1996

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

1997

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The flashing equipment is mandatory by the M.T.O. and reflects the safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

133.0

(b) AT CITY'S COST OF

\$ 60,000

(c) SCHEDULED TO START IN THE YEAR

1996

J. M. M. M.
Signature of Department Head/

Signature of C.A.O

Local Board Manager

23 Nov 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Supply and install flashing arrow boards and hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative to loading items in excess of 70 lbs.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1999
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1999
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 66,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 66,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>66,000</u>
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Purchase of equipment - Fleet Services.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

1.3

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

May, 1999

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

1999

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The flashing equipment is mandatory by the M.T.O. and reflects the safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

141.0

(b) AT CITY'S COST OF

\$ 64,000

(c) SCHEDULED TO START IN THE YEAR

1999

[Signature]
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Supply and install flashing arrow boards and hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative to loading items in excess of 70 lbs.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 2002
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 2002
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 72,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 72,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ <u>72,000</u>
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Purchase of equipment - Fleet Services.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

1.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

May, 2002

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

2002

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The flashing equipment is mandatory by the M.T.O. and reflects the safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

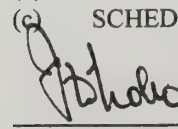
148.0

(b) AT CITY'S COST OF

\$ 70,000

(c) SCHEDULED TO START IN THE YEAR

2002


Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Ferguson Yard - Phase 1
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To improve the present service to equipment for cost efficiency. Garage is too small with no grease pit and only one bay. Deemed unsafe under today's Health & Safety standards. Sue to increased subdivision expansion, new equipment was purchased and has to be services efficiently to achieve productivity and to provide service.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1995
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 150,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 150,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>150,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ☐ Yes ☒

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

3.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

Jan., 1996

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ _____
Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1997

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ _____
Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

This depot will be closed due to unsafe operations. Very high operating costs due to space. Square footage is less than the number of pieces of equipment on site. Public service will not be provided efficiently.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☒ ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

124.0

(b) AT CITY'S COST OF

\$ _____
150,000

(c) SCHEDULED TO START IN THE YEAR

1995

Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ☐ No ☐

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____

(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Ferguson Yard - Phase 2
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To improve the present service to equipment for cost efficiency. Garage is too small with no grease pit and only one bay. Deemed unsafe under today's Health & Safety standards. Due to increased subdivision expansion, new equipment was purchased and has to be services efficiently to achieve productivity and to provide service.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1995
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 170,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 170,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>170,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ☐ Yes ☒

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

3.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

Jan., 1996

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ _____
Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1997

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ _____
Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

This depot will be closed due to unsafe operations. Very high operating costs due to space. Square footage is less than the number of pieces of equipment on site. Public service will not be provided efficiently.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☒ ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

130.0

(b) AT CITY'S COST OF

\$ _____
170,000

(c) SCHEDULED TO START IN THE YEAR

1995

Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ☐ No ☐

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Brampton Street Yard Construction - Phase 1
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Present Quanset structure is not equipped to service the requirements for today's equipment. There is no grease pit, washing area or bathroom facilities. Due to the height of the building, it is impossible to get the required equipment in for efficient service. The drainage and electrical service are not up to standard.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ x
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1998
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1999
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 500,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 500,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ <u>500,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ☐ Yes ☒

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

21.4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

May, 1998

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Dec., 1999

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Due to the expansion in subdivisions, additional equipment has been purchased. The equipment has to be serviced efficiently to be mobile for production. The existing facility does not have the capability of providing this type of service. The Shop is unsafe and costly to operate.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☒ ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

137.0

(b) AT CITY'S COST OF

\$ 1,050,000

(c) SCHEDULED TO START IN THE YEAR

1998

Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ☐ No ☐

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Brampton Street Yard Construction - Phase 1
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Present Quanset structure is not equipped to service the requirements for today's equipment. There is no grease pit, washing area or bathroom facilities. Due to the height of the building, it is impossible to get the required equipment in for efficient service. The drainage and electrical service are not up to standard.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ X
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____ X
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1998
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1999
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 550,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 550,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>550,000</u>
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ☐ Yes ☒

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

21.4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

May, 1998

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Dec., 1999

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Due to the expansion in subdivisions, additional equipment has been purchased. The equipment has to be serviced efficiently to be mobile for production. The existing facility does not have the capability of providing this type of service. The Shop is unsafe and costly to operate.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☒ ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

137.0

(b) AT CITY'S COST OF

\$ 1,050,000

(c) SCHEDULED TO START IN THE YEAR

1998

Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ☐ No ☐

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Queen Street Steps
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
The replacement of the existing vandalized wooden steps from Dundurn Street South to Garth Street on the Queen Street Hill with lighted, galvanized-steel steps. Purpose: to reduce maintenance and repair costs.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1997
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 540,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 540,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>540,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Public Works/Engineering design & cost estimate. Tender to be called.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

Nil

(b) IN THE COMMUNITY

14.3

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)

Dec., 1994

(b) GROSS COST (All Inclusive)

\$

(c) LESS RECOVERY/REVENUE

\$

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR)

Jan., 1998

(f) GROSS COST (All Inclusive)

\$

(g) LESS RECOVERY/REVENUE

\$

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

There is a continuous high degree of vandalism which includes the removal of steps, railings and supports.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

140.0

(b) AT CITY'S COST OF

\$ 700,000

(c) SCHEDULED TO START IN THE YEAR

1994

J. Sholo
Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93.

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Upgrading of Maintenance Depots to do oil and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust Catch Basin frames. Construct concrete ramps (Recreation Centres). See attached.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT x
 - (b) HARD SERVICE x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) x
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 50,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 50,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>50,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Public Works. All construction will be accomplished in-house.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

1 FTE

(b) IN THE COMMUNITY

Nil

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive) _____

\$ _____

(c) LESS RECOVERY/REVENUE _____

\$ _____

(d) NET CITY'S COST _____

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) _____

\$ _____

(g) LESS RECOVERY/REVENUE _____

\$ _____

(h) NET CITY'S COST _____

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Existing infrastructure will not be maintained which may cause pot holes & road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget) _____

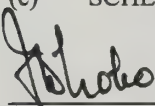
121.0

(b) AT CITY'S COST OF _____

\$ 50,000

(c) SCHEDULED TO START IN THE YEAR _____

1994



Signature of Department Head/
Local Board Manager

Signature of C.A.O

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: _____

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: _____

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Upgrading of Maintenance Depots to do oil and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust Catch Basin frames. Construct concrete ramps (Recreation Centres). See attached.
4. DEPARTMENTAL PRIORITY ORDER: _____
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____ x
 - (b) HARD SERVICE _____ x
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____ x
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____ x
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST _____ \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) May, 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 2003
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 450,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 450,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>50,000</u>
- 1995 \$ <u>50,000</u>	- 2000 \$ <u>50,000</u>
- 1996 \$ <u>50,000</u>	- 2001 \$ <u>50,000</u>
- 1997 \$ <u>50,000</u>	- 2002 \$ <u>50,000</u>
- 1998 \$ <u>50,000</u>	- 2003 \$ <u>50,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Public Works. All construction will be accomplished in-house.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

9 FTE's

(b) IN THE COMMUNITY

Nil

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive)

\$ _____

(c) LESS RECOVERY/REVENUE

\$ _____

(d) NET CITY'S COST

\$ Nil

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive)

\$ _____

(g) LESS RECOVERY/REVENUE

\$ _____

(h) NET CITY'S COST

\$ Nil

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Existing infrastructure will not be maintained which may cause pot holes & road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes x ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

128.0, 132.0, 134.0 138.0, 142.0, 143.0, 145.0
& 149.0

(b) AT CITY'S COST OF

\$ 50,000/yr

(c) SCHEDULED TO START IN THE YEAR

1995


Signature of Department Head/

Signature of C.A.O

Local Board Manager

23rd Nov 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

3 (d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 30

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Reconstruction Programme, Ofield Road,
Lower Horning Road (PW93.1019)

RECOMMENDATION:

That the reconstruction of roadway, curbs and sidewalks on Ofield Road between Main and Ramsey (east leg) and Lower Horning Road between Ofield and Harold in the total amount of \$732,409.53 be incorporated as a part of the 1992 Road Reconstruction Programme.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds in the 1992 Reconstruction Programme to finance Ofield Road and Lower Horning Road.

BACKGROUND:

On June 29, 1993, Council, in adopting Item 50 of the 8th Report of the Transport and Environment Committee, closed the Capital Project Accounts for the 1989, 1990 and 1991 Reconstruction Programmes.

However, the above-noted projects which formed part of the 1991 approved Programme still had outstanding commitments and the Capital Project Accounts for 1991 were inadvertently closed prior to all outstanding invoices from the Region being processed.

RPM/jdh

- c.c. G. Lawson, Commissioner of Finance
Attention C. Brakewell
- c.c. D. Y. Onishi, Director, Design & Construction
Attention: T. Engelbrecht
- c.c. A. Ross, City Treasurer
Attention: N. R. Adhya

3(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 November 12

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

NOV 23 1993

CITY CLERKS

SUBJECT: Local Improvement Charges for the Construction of
Roads, Curbs, Sidewalks and Alleys (PW93.1038)

RECOMMENDATION:

- (a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
		<u>Existing 1993</u>	<u>Proposed 1994</u>
i)	Curb Only	\$ 53.00	\$ 66.00
ii)	Sidewalks Only	89.00	95.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	121.00	132.00
iv)	Roadway Only	222.00	243.00
v)	Alleys	95.00	110.00
vi)	Roadway and Curbs Only (Industrial Subdivisions)	290.00	295.00

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.


D. LOBO, DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

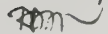
BACKGROUND:

The present local improvement rates were established by Council on January 12, 1993. The proposed 1994 rates reflect the changes in construction costs since the last rates were approved.

The 1994 rates have been established after reviewing actual 1993 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1994. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/jdh



c.c. A. C. Ross, City Treasurer
Treasury Department

c.c. Ms. P. Noé Johnson, City Solicitor
Law Department

4(a)

CITY OF HAMILTON
-INFORMATION-

DATE: November 26, 1993
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday
Senior Director
Environmental Services

SUBJECT: Movement of PCB's Into and
Out of the City of Hamilton


P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the November 1, 1993, Transportation and Environment Committee Meeting a request was made for further details on the movement of PCB's into and out of the City of Hamilton. Based on information provided by the Ministry of the Environment and Energy (MOEE), **Table A**, provides the details of PCB waste movements into and out of the City's municipal boundaries.

All movement of PCB's into the City's boundaries have required that comment be received from the City prior to authorization being issued by the MOEE. All movements of PCB waste from the City of Hamilton to other municipalities have only been approved by the MOEE upon receipt of comments from the receiving municipality.

The movement of PCB's into the City of Hamilton may be attributed to the closure of subsidiary companies by their parent companies which continue to operate in the City of Hamilton.

Cont'd...

November 26, 1993

Movement of PCB's Into and Out of the City of Hamilton

BACKGROUND:(Cont'd)

The following table shows the balance of PCB's moving into and out of the City of Hamilton:

Table A

Type of PCB's	PCB Movement Into the City of Hamilton	PCB Movement Out of the City of Hamilton
Capacitors and Ballasts	160	1910
Contaminated Oil	495 Gallons	180 Gallons
Contaminated Solids	21 - 45 Gallon Drums	20 - 45 Gallon Drums
Empty Askarel Transformer Carcasses	4	0
Askarel/Intereen Highly Concentrated PCB's	810 Gallons/Askarel	1540 Gallons/Intereen
Bushings and Potheads	0	9

The concentration of PCB's within the above table cannot be determined from the information provided by the MOEE. For example, capacitors vary in size considerably, from the size of an ice cube to much larger than a refrigerator; consequently, the amount of dielectric fluid and concentration of PCB's also vary in volume and concentrations. PCB concentrations in either oil or solids will also vary dramatically depending on the type and source of the contamination; however, Askarel and Intereen are both PCB transformer oils which have a concentration of 600,000 mg/l PCB.

4(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 29
T102-12 L. Ryan

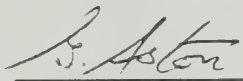
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1994-2003 Capital Budget
Roads Department (R-93-77)

RECOMMENDATION:

- a) That the attached capital projects from the Roads Department be considered for inclusion in the ten year 1994-2003 Provisional Capital Budget, and
- b) That these capital projects be reviewed by the Management Team for consideration of the Committee of the Whole and City Council.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

Corporate Overview

The proposed 1994-2003 Capital Budget currently represents a \$130,363,000 increase in gross cost over the 1993-2002 Capital Budget as follows (000's):

Cont'd...

-page 2-
1993 November 29

1994-2003 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Corporate Overview (Cont'd)

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$365,829	\$47,493	\$318,336
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>235,466</u>	<u>65,153</u>	<u>170,313</u>
Over/(Under)	\$130,363	\$(17,660)	\$148,023

NET CAPITAL BUDGET BY YEAR

	<u>Net Cost (000's)</u>		
	<u>Past 1993-2002 Capital Budget</u>	<u>Proposed 1994-2003 Capital Budget</u>	<u>Over/(Under)</u>
1994	\$ 15,525	\$ 22,521	\$ 6,996
1995	23,642	27,077	3,435
1996	19,887	25,598	5,711
1997	24,042	26,577	2,535
1998	21,283	34,947	13,664
1999	13,185	31,405	18,220
2000	12,301	17,815	5,514
2001	25,794	25,040	(754)
2002	14,654	17,576	2,922
2003	-----	<u>89,780</u>	<u>89,780</u>
	<u>\$170,313</u>	<u>\$318,336</u>	<u>\$148,023</u>

Note should be made that there is a \$6,996,000 increase being proposed in 1994 at this time. If these projects are financed by debentures there will be an increase in debenture cost of \$1,100,000 in the following year and operating cost in the 1994 annual operating budget.

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years, including the current year.

Cont'd...

1994-2003 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview (Cont'd)

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$16,267	\$ 723	\$15,544
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>14,113</u>	<u>606</u>	<u>13,507</u>
(note: 10-year vs. 9-year comparison - see below)	<u>\$ 2,154</u>	<u>\$ 117</u>	<u>\$ 2,037</u>

NET CAPITAL BUDGET BY YEAR

	<u>Net Cost (000's)</u>		
	<u>Past 1993-2002 Capital Budget</u>	<u>Proposed 1994-2003 Capital Budget</u>	<u>Over/(Under)</u>
1994	\$ 1,236	\$ 1,544	\$ 308
1995	1,418	1,418	0
1996	1,311	1,311	0
1997	1,351	1,672	321
1998	1,615	1,484	(131)
1999	1,711	1,529	(182)
2000	1,574	1,574	0
2001	1,621	1,621	0
2002	1,670	1,670	0
2003	-----	<u>1,721</u>	<u>1,721</u>
	<u>\$13,507</u>	<u>\$15,544</u>	<u>\$ 2,037</u>

There is a \$308,000 increase in the proposed 1994 programme due largely to the addition of the Parkdale Avenue South Bridge rehabilitation project. In 1997 there is an increase of \$321,000 which is a result of the advancement of both the Valley Inn Road Bridge replacement and Railway Crossing Hi-Rail installation. The 1995, 1996 and 1998 appropriations have either remained constant or decreased. A new appropriation of \$1,721,000 is proposed for 2003.

The gross costs of capital projects recommended by the Road Department amounts to \$16,267,000 in comparison to \$14,113,000 as outlined in the nine years of the approved 1993-2002 Capital Budget starting in 1994. An overall increase of \$433,000 is representative of the first nine years while a provision in the year 2003 of \$1,721,000 includes Hi-Rail installation and City Share of Services Through Unsubdivided Lands.

Cont'd...

1994-2003 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview (Cont'd)

The rehabilitation of the Parkdale Avenue South Bridge was not included in last years submission but has been added in 1994 at a gross cost of \$397,000, or City's share of \$298,000. Although the Province provides a 50% subsidy on eligible expenditures, there is an increase in non-subsidizable expenditures. Therefore, it is now estimated that 25% of gross expenditure is subsidy, whereas in previous years a 32% subsidy rate was assumed, but was not achieved. Major rehabilitation, including replacement of expansion joints, repair of the bridge deck and waterproofing will be undertaken as part of this project. Should these works not proceed, the annual maintenance costs will increase and the funding requirements to eventually undertake the required works will increase beyond the 1994 estimate.

In the 1993-2002 submission staff introduced the Railway Crossing Hi-Rail Installation Programme scheduled to commence in 1997. However, budget approval was given for the 1997 and 1998 proposed expenditure to be rolled into 1999, thereby financing three years of work in 1999 at a gross cost of \$278,000. This method of financing is not feasible, as the Region works in conjunction with both CN and CP Rail, whose budgets and manpower are not able to accomodate such a large one-year expenditure. Staff have submitted our Railway requirements to Committee on an annual basis commencing in 1997, but if it is Council's intent to delay the start of the program to 1999, it is recommended that the 1997 and 1998 funding be removed from the budget.

lr

cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Roads - Programming and Development
2. PROJECT NAME: 1994 City Share of Services Through Unsubdivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Financing of the City's share for municipal services within residential subdivision developments.

4. DEPARTMENTAL PRIORITY ORDER: 1
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT
 - (b) HARD SERVICE XX
 - (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) 9
 - (b) HEALTH/SAFETY/ENVIRONMENT
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
 - (e) ECONOMIC DEVELOPMENT 9
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR 9
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure)
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR):
 - (b) GROSS COST \$
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 1,236,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy and describe)
 - (c) LESS OTHER RECEIPTS (Specify):
 - (d) NET CITY'S COST: \$ 1,236,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ 1,236,000	- 1999 \$
- 1995 \$	- 2000 \$
- 1996 \$	- 2001 \$
- 1997 \$	- 2002 \$
- 1998 \$	- 2003 \$

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on those subdivision projects expected to proceed in 1994.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

(b) IN THE COMMUNITY

30

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive) _____

\$ _____

(c) LESS RECOVERY/REVENUE _____

\$ _____

(d) NET CITY'S COST _____

\$ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) _____

\$ _____

(g) LESS RECOVERY/REVENUE _____

\$ _____

(h) NET CITY'S COST _____

\$ _____

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Subdivision development would decline due to lack of essential road, sidewalk, water and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget) _____

81.0

(b) AT CITY'S COST OF _____

\$ 1,236,000

(c) SCHEDULED TO START IN THE YEAR _____

1994

Ted G. in
Signature of Department Head/
Local Board Manager

Signature of C.A.O

20 Oct 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE: _____

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: _____

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: _____

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Roads - Programming and Development
2. PROJECT NAME: 1995-2003 City Share of Services Through Unsubdivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Financing of the City's share for municipal services within residential subdivision developments.

4. DEPARTMENTAL PRIORITY ORDER: 2
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE XX
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) 9
 - (b) HEALTH/SAFETY/ENVIRONMENT _____
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT 9
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR 9
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1995
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 2003
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 12,934,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 12,934,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>1,433,000</u>
- 1995 \$ <u>1,273,000</u>	- 2000 \$ <u>1,476,000</u>
- 1996 \$ <u>1,311,000</u>	- 2001 \$ <u>1,520,000</u>
- 1997 \$ <u>1,351,000</u>	- 2002 \$ <u>1,566,000</u>
- 1998 \$ <u>1,391,000</u>	- 2003 \$ <u>1,613,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on previous years costing.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

(b) IN THE COMMUNITY

314

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive) _____

\$ _____

(c) LESS RECOVERY/REVENUE _____

\$ _____

(d) NET CITY'S COST _____

\$ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) _____

\$ _____

(g) LESS RECOVERY/REVENUE _____

\$ _____

(h) NET CITY'S COST _____

\$ _____

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Subdivision development would decline due to lack of essential road, sidewalk, water and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)

83-86,88,90-92

(b) AT CITY'S COST OF

\$ 12,557,000

(c) SCHEDULED TO START IN THE YEAR

1994-2002

Ted Green
Signature of Department Head/
Local Board Manager

Signature of C.A.O

20 Oct 93
Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: _____

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: _____

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Rehabilitation of the Parkdale Avenue South Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Replacement of expansion joints, repair of deteriorated bridge deck and new waterproofing and asphalt.

4. DEPARTMENTAL PRIORITY ORDER: 3
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT XX
 - (b) HARD SERVICE _____
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) _____
 - (b) HEALTH/SAFETY/ENVIRONMENT XX
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) XX
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) XX
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 1994
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 397,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy Ministry of Transportation Subsidy - 25%
and describe) _____ \$ 99,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 298,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>298,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by the Manager of Structures and the Road Superintendent for the Roads Department.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

(b) IN THE COMMUNITY

9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) 1994

(b) GROSS COST (All Inclusive)

(c) LESS RECOVERY/REVENUE

(d) NET CITY'S COST

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1995

(f) GROSS COST (All Inclusive)

(g) LESS RECOVERY/REVENUE

(h) NET CITY'S COST

(\$ 3,500) Savings
\$ _____
\$ _____
(\$ 3,600)
\$ _____
\$ _____

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Further deterioration could shorten the life of the bridge and will result in increased maintenance expenditures.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No X Yes ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget) _____

(b) AT CITY'S COST OF

\$ _____

(c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/
Local Board Manager

Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT:

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Storm Management Project
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Construction of a stormwater control dam south of Scenic Drive, west of Chateau Court to control the flow of Chedoke Creek and reduce the potential for flooding of Highway 403 and erosion of the Niagara Escarpment, subject to location and detail design, with public involvement process.
4. DEPARTMENTAL PRIORITY ORDER: 4
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE XX
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) 3
 - (b) HEALTH/SAFETY/ENVIRONMENT 7
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) 4
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR 6
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) 6
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) 4
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1994
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 155,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____ \$ _____
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 155,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>10,000</u>	- 1999 \$ _____
- 1995 \$ <u>145,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Railway Crossings - Hi Rail Installation
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.

4. DEPARTMENTAL PRIORITY ORDER: 5
5. NATURE OF PROJECT:
 (a) MAINTENANCE OF AN EXISTING PROJECT _____
 (b) HARD SERVICE XX
 (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 (a) STRATEGIC DIRECTION
 (Image of the City, Quality of Life, Transportation) 8
 (b) HEALTH/SAFETY/ENVIRONMENT 6
 (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 (e) ECONOMIC DEVELOPMENT 4
 (f) PRODUCE JOBS IN THE PRIVATE SECTOR 6
 (g) MAINTAIN EXISTING SERVICE
 (Roads, Buildings, Other basic infrastructure) 9
 (h) REDUCE ONGOING COST
 (Staffing and/or resource requirements) 7
7. FEASIBILITY STUDY:
 (a) DATE (MONTH-YEAR): _____
 (b) GROSS COST _____ \$ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1997
 (b) PROJECT FINISHING DATE (MONTH-YEAR): 2003
9. (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 690,000
 (b) LESS PROVINCIAL SUBSIDIES:
 (Identify nature of Subsidy _____
 and describe) _____ \$ _____
 (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 (d) NET CITY'S COST: \$ 690,000
10. (a) YEAR OF EXPENDITURE:
 - 1994 \$ _____
 - 1995 \$ _____
 - 1996 \$ _____
 - 1997 \$ 90,000
 - 1998 \$ 93,000
 - 1999 \$ 96,000
 - 2000 \$ 98,000
 - 2001 \$ 101,000
 - 2002 \$ 104,000
 - 2003 \$ 108,000

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on current crossing upgrading costs and the number of crossings presently reconstructed per year.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS

(b) IN THE COMMUNITY

15

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) GROSS COST (All Inclusive) _____

\$ _____

(c) LESS RECOVERY/REVENUE _____

\$ _____

(d) NET CITY'S COST _____

\$ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) _____

\$ _____

(g) LESS RECOVERY/REVENUE _____

\$ _____

(h) NET CITY'S COST _____

\$ _____

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Decreased rider safety and comfort as well as increased roadway maintenance costs.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget) _____

89.0

(b) AT CITY'S COST OF _____

\$ 581,000

(c) SCHEDULED TO START IN THE YEAR _____

1999

Ted G. ...

Signature of Department Head/
Local Board Manager

Signature of C.A.O

20 Oct 93

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: _____

\$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: _____

\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Replacement of the Valley Inn Road Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Grindstone Creek.

4. DEPARTMENTAL PRIORITY ORDER: 6
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE XX
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) 6
 - (b) HEALTH/SAFETY/ENVIRONMENT 9
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT 3
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR 6
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) 9
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) 5
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1997
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 1998
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 855,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) \$ 393,000
 - (c) LESS OTHER RECEIPTS (Specify): City of Burlington Funds \$ 231,000
 - (d) NET CITY'S COST: \$ 231,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ <u>10,000</u>	- 2002 \$ _____
- 1998 \$ <u>221,000</u>	- 2003 \$ _____

11. ESTIMATE PREPARED BY:
(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

- (b) If no, the basis of assumptions Estimate approved by the Manager of Structures

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

- (a) WITHIN THE CITY DEPARTMENTS
(b) IN THE COMMUNITY

18

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

- | | | |
|--|-------|----------|
| (a) FIRST YEAR - DATE (MONTH-YEAR) | _____ | |
| (b) GROSS COST (All Inclusive) | | \$ _____ |
| (c) LESS RECOVERY/REVENUE | | \$ _____ |
| (d) NET CITY'S COST | | \$ _____ |
| (e) FOLLOWING YEAR - DATE (MONTH-YEAR) | _____ | |
| (f) GROSS COST (All Inclusive) | | \$ _____ |
| (g) LESS RECOVERY/REVENUE | | \$ _____ |
| (h) NET CITY'S COST | | \$ _____ |

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The wooden deck and steel parts are difficult to replace. The Bridge has one lane only and a load restriction. Foundations are in bad condition.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

- | | |
|--|-------------------|
| (a) PROJECT NO. (1993-2002 Capital Budget) | <u>87.0</u> |
| (b) AT CITY'S COST OF | \$ <u>224,000</u> |
| (c) SCHEDULED TO START IN THE YEAR | <u>1998</u> |

Ted Lam

Signature of Department Head/
Local Board Manager

20 Oct 93

Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):

- (a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes No
(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: \$ _____
(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

CITY OF HAMILTON
- RECOMMENDATION -

REC

4(c)

NOV 29 1993

DATE: 1993 November 26

CITY CLERKS

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Public Assumption of Alley
Taco Bell Restaurant - Main Street and Dundurn Street
City of Hamilton (R-93-87)

RECOMMENDATION:

- a) That the City assume the east-west public alley on the east side of Dundurn Street between Main Street and King Street, adjacent to the north side of Lots 5, 6, and 7 as shown on Registered Plan No. 166, upon the satisfactory completion of construction of this concrete alley by the owner/lessee of lands at 460 Main Street West to City of Hamilton standards, and the Commissioner of Transportation/ Environmental Services be authorized to prepare and introduce the necessary By-law to establish this alley as a public highway.
- b) That the required reference plan, engineering plans, and construction of this concrete alley to City standards, be the sole responsibility of the owner/lessee of lands at No.460 Main Street West.
- c) That Taco Bell Canada be advised of this action.

E. M. Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

None

continued...

Page 2

Public Alley Assumption - Taco Bell Development
Main Street and Dundurn Street
City of Hamilton

BACKGROUND:

On November 2, 1993, the City of Hamilton Planning and Development Committee approved Site Plan Control Application DA 93-31 for the construction of a Taco Bell Restaurant on lands at No. 460 Main Street West. Included in the approval were the following conditions:

- "f) That in connection with the approval of Site Plan Control Application (DA-93-31) by Taco Bell Canada, that the City agree to assume that portion of the unassumed public alley running east/west adjacent to the site's parking area to Dundurn Street, which portion is being paved by the applicant as a condition of site plan approval.
- g) ... That clause (f) noted above be forwarded to the Transport & Environment Committee for consideration."

This assumption of this alley will provide access from the Taco Bell parking lot to Dundurn Street and ensure that service vehicles using this site can enter either Main Street or Dundurn Street in a forward manner.

While there will eventually be maintenance costs to the City, the assumed alley will provide unobstructed access to this development and all initial construction costs would be at the expense of the developer.

Similar assumptions of alleyways in conjunction with site plan approvals have been approved by the City in the past.

 HNG

SHADED AREA SHOWS EXTENT
OF ALLYSHIP TO BE PAID

ZONING BOUNDARY

~~37.64m~~ ~~(23.49')~~ N ~~72° 36' 24"~~

← DRIVE THRU

LANDSCAPE SETBACK

- ALLEY TO BE ASSUMED

TOTAL PARKING
17 CARS

PROPOSED
TACOBELL

M-70-H
2198 SQ.FT.

EMIRANCE

REUCV DISTING
B. J. 24703

ASPHALT PAVING

DO NOT MILK

BUILDING SETBACK

— **הַיְיטִי** —

42.60m (139.76') N 72° 36' 24" /

EXISTING TRAFFIC LIGHT

✦ EXISTING FIRE HYDRANT

• DRYING LIGHT STANDARD

PROVIDE NEW CURB
REMOVE EXISTING SIDEWALK

MAIN STREET

CITY CLERK'S DEPARTMENT

MEMORANDUM

*****RECEIVED*****

TO: Kevin Christenson, Secretary
Transport and Environment Committee

NOV 1 1 1993
YOUR FILE: _____

CITY CLERKS

FROM: Tina Agnello, Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: SITE PLAN CONTROL APPLICATION
DA-93-31 FOR A TACO BELL RESTAURANT
AT 460 MAIN STREET WEST

DATE: 1993 November 10

The Planning and Development Committee at its meeting of 1993 November 3 approved the following revised recommendation of the Commissioner of Planning and Development dated 1993 November 2:

That approval be given to Site Plan Control Application DA-93-31 by Taco Bell Canada, prospective Lessee of lands at 460 Main Street West, to establish a restaurant subject to the following:

- (a) Modification to the plans related to dimensions, notes, driveways, islands, fencing and landscaping as marked in red on the plans;
- (b) Modification to the elevation plan to increase the height of the corner tower;
- (c) Dedication of required road widenings on Main Street and Dundurn Streets as marked on the plan to the Region; and,
- (d) Approval by the Committee of Adjustment for the following variances:
 - i. to permit a distance of 1.5 m from the residential district to the parking area instead of the required 12 m;
 - ii. to permit a 1.5 m separation distance between the access driveway and the residential district instead of the minimum 30 m required in the zoning by-law;
 - iii. to permit a 1.2-m wide landscape strip instead of 1.5 m from the parking area abutting Main Street West; and,

- (e) Incorporation of comments from Public Works Department on the proposed plantings along the road widenings on Main and Dundurn Streets and the impact of the existing tree adjacent to Main Street; and
- (f) That in connection with the approval of Site Plan Control Application (DA-93-31) by Taco Bell Canada, that the City agree to assume that portion of the unassumed public alley running east/west adjacent to the site's parking area to Dundurn Street, which portion is being paved by the applicant as a condition of site plan approval."

That clause (f) noted above be forwarded to the Transport & Environment Committee for consideration.

- (g) Provision of appropriate securities for site development in accordance with City Council policy adopted at its meeting of May 11, 1993.

Please consider recommendation (f) in the report.

A handwritten signature in dark ink, appearing to read "R. Smith", is located to the right of the "Please consider recommendation" line.

cc: Victor Abraham, Director of Local Planning

5(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 September 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 23 1993

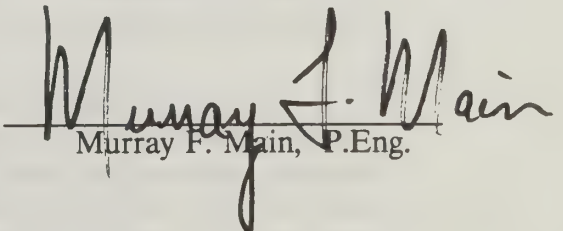
CITY CLERKS

SUBJECT:

Response by Traffic Department Parking Control section to Enforcement Requests. [TEC-234-93]

RECOMMENDATION:

- a) That two additional Parking Control Officers be hired from within the existing City staff complement, as of 1994 January 03; and,
- b) That the contract with the Canadian Corps of Commissionaires be revised to provide for the supply of four additional commissionaires for parking enforcement, as of 1994 January 03; and,
- c) That all associated cost increases for salaries, benefits and operating supplies and contracted services for the two additional Parking Control Officers and the four additional commissionaires be authorized as part of the 1994 Traffic Department Budget allocation.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net revenue increase for 1994 will be \$224,200.

The net revenue increase for 1995 will be \$359,500.

It is intended that the two added Parking Control Officers would be staffed from the pool of employees displaced from other positions in the City/Region as a result of this year's budget cuts.

BACKGROUND:

Demand for enforcement of public streets, private sites and Hamilton Parking Authority lots has continued to grow in the past few years. Each year, more regulations are implemented. At the same time, parking control staff have been required to take on a wider range of duties, primarily due to the Regional Police transferring virtually all responsibility for parking enforcement to the City. This has resulted in reduced levels of enforcement, despite increased demand.

Every year, the Transport and Environment Committee approves over 300 Traffic Department reports. Most reports recommend changes to parking regulations and result in the implementation of additional on-street parking regulations. Virtually all of the regulations originate with the public. Following Committee approval of the legislative changes, the public expectation is for regular, effective enforcement. Present staffing levels do not provide for visiting individual sites frequently enough to satisfy the citizens, or to deter most illegal parking. This is particularly noted in areas near the hospitals, McMaster University, Mohawk College and in the Durand neighbourhood. The additional commissionaires would be assigned exclusively to on-street and off-street enforcement requests in these areas.

The last staff increase in the Parking Control area was in 1992. The addition of these officers did not change the level of regular daytime enforcement. The added officers were assigned to expedite towing of abandoned vehicles (formerly done by the police), and for providing overnight enforcement (also formerly a police function). The staff increase prior to 1992, which had a direct effect on normal enforcement activities, was in 1987.

The Hamilton Parking Authority has converted most HPA parking lots from parking meters to centralized ticket dispensers. These are more effective for the HPA, but are more time consuming for Parking Control staff to enforce.

Typically, 40 new private parking lots are added annually to the inventory of private locations for which enforcement is provided by Parking Control. Apartment building and commercial operators are quite insistent on enforcement. The added demand for enforcement also reduces the enforcement that can be provided on-street.

The absolute maximum number of mobile officers available at any time to enforce on-street regulations such as time limit parking, for the entire City of Hamilton, is 7. Due to vacations, sickness and other factors, the usual complement is less. Thus, it is not possible to provide the level of service expected by the public. This complaint has been regularly expressed to staff by residents and elected representatives, especially at public neighbourhood meetings.

The additional Parking Control Officers will provide a more adequate response to public demand for enforcement of violations on the City streets, especially during peak periods. By revising the deployment of staff, it will be possible to substitute the new members of the Corps of Commissionaires for mobile Parking Control officers in some instances. This will provide more cost effective enforcement, and free up added mobile officers to improve response.

The revenues from tags issued by the additional officers will exceed their salaries and operating costs.

HLS/ca

5 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 26 1993

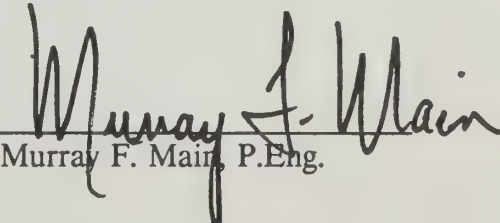
CITY CLERKS

SUBJECT:

Fennell Avenue East and High Street - School Crossing Guard. [TEC-292-93]

RECOMMENDATION:

That the School Crossing Guard service be discontinued during the lunch hour period at the intersection of Fennell Avenue East and High Street.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reduction in hours of this school crossing location will result in a savings of approximately \$2,200.00 per year.

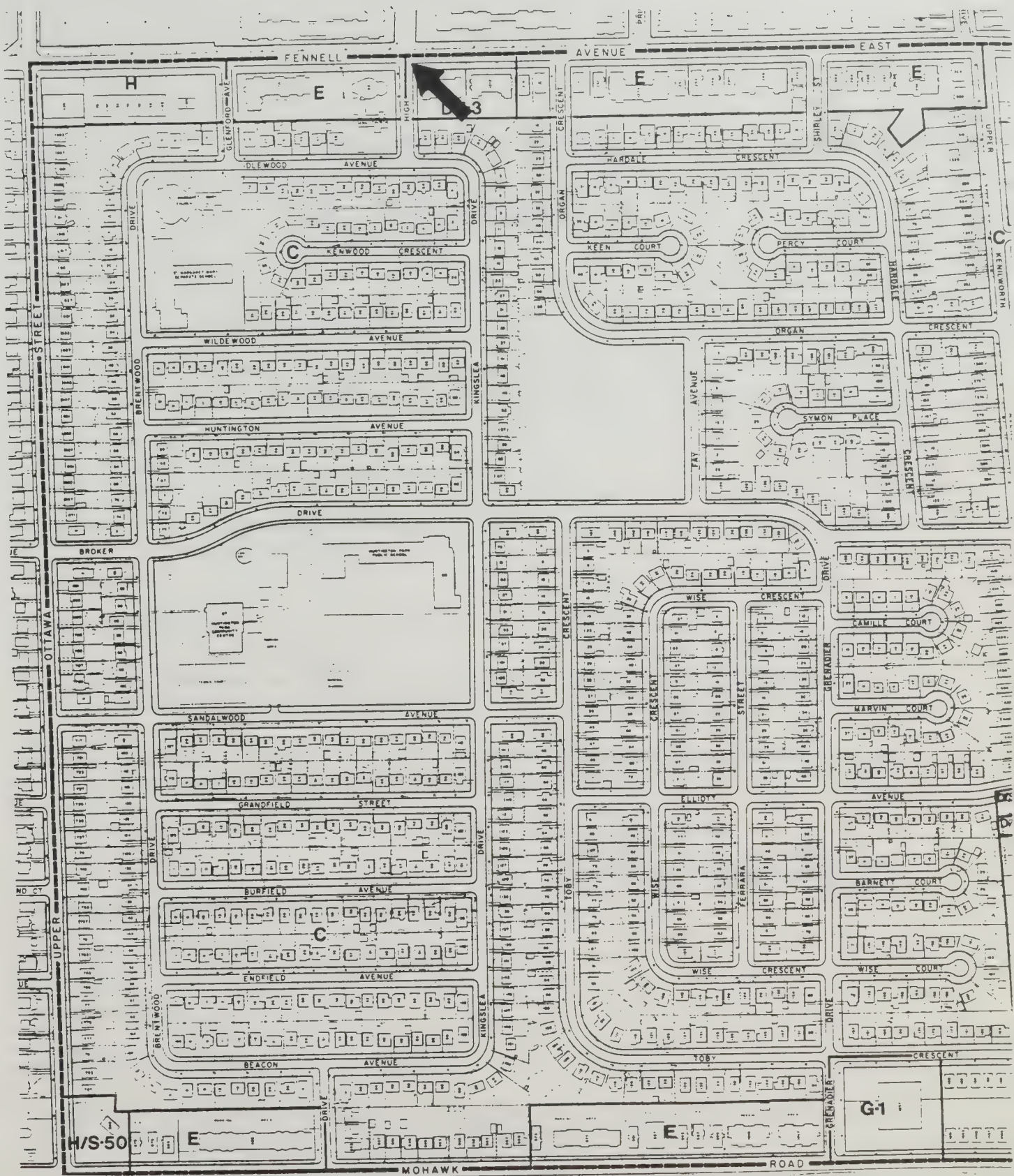
BACKGROUND:

Routine observations since September of 1993 and discussions with the School Crossing Guard have identified that four children cross with the School Crossing Guard at Fennell Avenue and High Street during the lunch periods. These individuals attend Margaret Mary School. Two of the children are accompanied by a parent while the remaining two students are in Grades 5 and 8. Although there are other elementary schools in the area, it has been verified that no children from other schools cross at this location. Observations also confirmed that there are adequate gaps in traffic during the lunch period to allow pedestrians to cross Fennell Avenue safely.

Staff contacted Margaret Mary School and spoke to the principal who advised that they have a lunch room program available for all students which the affected students could participate in.

As a result of observations by staff, comments from the School Crossing Guard and the affected school, the Traffic Department recommends that the crossing times be changed to eliminate the lunch hour periods. If approved, the school will be notified prior to eliminating the lunch hour service.

TA/MH/ks



5(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P.Eng.
Director of Traffic Services

SUBJECT: Capital Budget Projects - Traffic Department
(TEC-301-93)

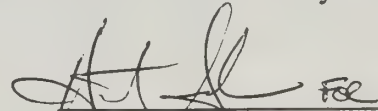
RECEIVED

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CITY CLERKS

RECOMMENDATION:

- a) That the attached capital projects from the Traffic Department be considered for inclusion in the ten year 1994-2003 Provisional Capital Budget, and
- b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and City Council.



Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team

BACKGROUND:

A. Corporate Overview

The proposed 1994-2003 Capital Budget currently represents a \$130,363,000 increase in gross cost over the 1993-2002 Capital Budget noted as follows (000's):

	<u>Gross</u>	<u>Subsidy</u>	<u>Net</u>
1994-2003 Proposed Capital Budget (1994-2003 costs)	\$365,829	\$ 47,493	\$318,336
1993-2002 Approved Capital Budget (1994-2002 costs)	<u>235,466</u>	<u>65,153</u>	<u>170,313</u>
Over/(Under)	<u>\$130,363</u>	<u>\$(17,660)</u>	<u>\$148,023</u>

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1993-2002 <u>Capital Budget</u>	Proposed 1994-2003 <u>Capital Budget</u>	<u>Over/(Under)</u>
1994	\$15,525	\$22,521	\$ 6,996
1995	23,642	27,077	3,435
1996	19,887	25,598	5,711
1997	24,042	26,577	2,535
1998	21,283	34,947	13,664
1999	13,185	31,405	18,220
2000	12,301	17,815	5,514
2001	25,794	25,040	(754)
2002	14,654	17,576	2,922
2003	-	89,780	89,780
	<u>\$170,313</u>	<u>\$318,336</u>	<u>\$148,023</u>

Note should be made that there is a \$6,996,000 increase being proposed in 1994 at this time. If these projects are financed by debentures there will be an increase in debenture cost of \$1.1 million in the following year and operating cost in the 1994 annual operating budget.

B. Departmental Overview

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

The Traffic Department is putting forward only one type of project for inclusion in the capital budget. The project type is the annual installation of traffic signals.

For 1994 and 1995, subject to the approval of the Ontario Ministry of Transportation, it is proposed to install 1 or 2 pedestrian priority signals on City jurisdiction streets. For 1996 and subsequent years, the proposal is for either pedestrian priority signals or regular, full traffic signals, according to the need at the time. Detailed project descriptions accompany this report.

The gross funding requested has been adjusted for the year of expenditure. The gross cost is estimated at \$810,000 for the full ten year period, compared to the approved 1993-2002 Capital Budget figure of \$744,000 for the same work.

The overall subsidy rate to the City from the province is now anticipated by the Treasurer to be lower than estimated last year, so the net cost to the City rises to \$608,000 for ten years versus the 1993 estimate of \$484,000.

HLS/jd
Attach.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Traffic Department

2. PROJECT NAME: Pedestrian Priority Traffic Signals

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Installation of pedestrian priority traffic signals (sometimes known as "half-signals"). The first three signals of this type in Ontario were in 1993 in Hamilton on a demonstration basis. The locations were all on Regional roads. The installations are operating successfully. School crossing guards were removed at two of the three locations. It is proposed to install two pedestrian signals on City streets in 1994. The locations have a combination of heavy volumes of pedestrians and/or poor collision histories. The locations are Cannon at Balmoral and James at Simcoe.

4. DEPARTMENTAL PRIORITY ORDER: 1 of 3

5. NATURE OF PROJECT:

(a) MAINTENANCE OF AN EXISTING PROJECT	_____
(b) HARD SERVICE	<u>X</u>
(c) SOFT SERVICE	_____

6. PROJECT JUSTIFICATION:

(a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	<u>X</u>
(b) HEALTH/SAFETY/ENVIRONMENT	<u>X</u>
(c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	_____
(d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)	_____
(e) ECONOMIC DEVELOPMENT	_____
(f) PRODUCE JOBS IN THE PRIVATE SECTOR	_____
(g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	_____
(h) REDUCE ONGOING COST (Staffing and/or resource requirements)	<u>X</u>

7. FEASIBILITY STUDY:

(a) DATE (MONTH-YEAR):	_____
(b) GROSS COST	\$ _____

8.

(a) PROJECT STARTING DATE (MONTH-YEAR)	<u>1994 August</u>
(b) PROJECT FINISHING DATE (MONTH-YEAR):	<u>1994 September</u>

9.

(a) GROSS COST OF PROJECT In Year-Of-Start Dollars:	\$ <u>60,000</u>
(b) LESS PROVINCIAL SUBSIDIES:	
(Identify nature of Subsidy and describe)	<u>The signal are eligible for up to 50% subsidy on the cost of installation - subject to MTO upset \$ 15,000</u>
(c) LESS OTHER RECEIPTS (Specify): _____	\$ _____
(d) NET CITY'S COST:	\$ <u>45,000</u>

10. (a) YEAR OF EXPENDITURE:

- 1994 \$ <u>45,000</u>	- 1999 \$ _____
- 1995 \$ _____	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS _____

(b) IN THE COMMUNITY _____

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)	<u>1994 September</u>	
(b) GROSS COST (All Inclusive)		\$ <u>(5,300) - savings</u>
(c) LESS RECOVERY/REVENUE		\$ <u> </u>
(d) NET CITY'S COST		\$ <u>(5,300)</u>
(e) FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>1995 January</u>	
(f) GROSS COST (All Inclusive)		\$ <u>(13,200)- savings</u>
(g) LESS RECOVERY/REVENUE		\$ <u> </u>
(h) NET CITY'S COST		\$ <u>(13,200)</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Reduced public safety, as pedestrian signal operates full-time, replacing a crossing guard who is present only 2.75 hours per day and not at all on weekends or in summer. The signals also contribute to an improved public perception of quality of life. Salary savings and contribution to social contract obligations would be deferred.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)	<u>93.0</u>
(b) AT CITY'S COST OF	\$ <u>48,000</u>
(c) SCHEDULED TO START IN THE YEAR	<u>1994</u>

Signature of Department Head/
Local Board Manager

Signature of C.A.O

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE: _____

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: \$

(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

**1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM**

1. DEPARTMENT/LOCAL BOARD: Traffic Department
2. PROJECT NAME: Pedestrian Priority Traffic Signals
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Installation of pedestrian priority traffic signals (sometimes known as "half-signals"). The first three signals of this type in Ontario were in 1993 in Hamilton on a demonstration basis. The installations are operating successfully. School crossing guards are typically removed at these locations. It is proposed to install two pedestrian signals on City streets in 1995. The locations have a combination of heavy volumes of pedestrians and/or poor collision histories. The specific locations will be determined based on a numeric warrant system.
4. DEPARTMENTAL PRIORITY ORDER: 2 of 3
5. NATURE OF PROJECT:

(a) MAINTENANCE OF AN EXISTING PROJECT	_____
(b) HARD SERVICE	<u>X</u>
(c) SOFT SERVICE	_____
6. PROJECT JUSTIFICATION:

(a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	<u>X</u>
(b) HEALTH/SAFETY/ENVIRONMENT	<u>X</u>
(c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	_____
(d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)	_____
(e) ECONOMIC DEVELOPMENT	_____
(f) PRODUCE JOBS IN THE PRIVATE SECTOR	_____
(g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	_____
(h) REDUCE ONGOING COST (Staffing and/or resource requirements)	<u>X</u>
7. FEASIBILITY STUDY:

(a) DATE (MONTH-YEAR):	_____
(b) GROSS COST	\$ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) 1995 March
 (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995 September
9. (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 60,000
 (b) LESS PROVINCIAL SUBSIDIES:
 (Identify nature of Subsidy The signal are eligible for up to 50% subsidy on
 and describe) the cost of installation - subject to MTO upset \$ 15,000
 (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 (d) NET CITY'S COST: \$ 45,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ _____
- 1995 \$ <u>45,000</u>	- 2000 \$ _____
- 1996 \$ _____	- 2001 \$ _____
- 1997 \$ _____	- 2002 \$ _____
- 1998 \$ _____	- 2003 \$ _____

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS _____

(b) IN THE COMMUNITY _____

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)	<u>1995 September</u>	
(b) GROSS COST (All Inclusive)		\$ <u>(5,300)-savings</u>
(c) LESS RECOVERY/REVENUE		\$ <u> </u>
(d) NET CITY'S COST		\$ <u>(5,300)</u>
(e) FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>1996 January</u>	
(f) GROSS COST (All Inclusive)		\$ <u>(13,200)-savings</u>
(g) LESS RECOVERY/REVENUE		\$ <u> </u>
(h) NET CITY'S COST		\$ <u>(13,200)</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Reduced public safety, as the pedestrian signal operates on a full-time basis, replacing a crossing guard who is present only 2.75 hours per day and not at all on weekends or in summer. The signals also contribute to an improved public perception of quality of life. Salary savings and contribution to social contract obligations would be deferred.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)	<u>94.0</u>
(b) AT CITY'S COST OF	\$ <u>49,000</u>
(c) SCHEDULED TO START IN THE YEAR	<u>1995</u>

Signature of Department Head/
Local Board Manager

Signature of C.A.O

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST:	\$ _____
(ii) TOTAL CARRYING COST OF RETIRING DEBT:	\$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1994-2003 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic Department
2. PROJECT NAME: Traffic Signals
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Installation of one new full traffic signal or one pedestrian priority signal at a City jurisdiction location in 1996 and each subsequent year. Traffic signals can increase the efficiency of an intersection, saving fuel and air pollution. They can also increase safety and reduce motorist delay. Pedestrian Priority signals specifically aid pedestrians at difficult locations and can be used to replace crossing guards. The exact locations will be determined on the basis of highest need.
4. DEPARTMENTAL PRIORITY ORDER: 3 of 3
5. NATURE OF PROJECT:
 - (a) MAINTENANCE OF AN EXISTING PROJECT _____
 - (b) HARD SERVICE X
 - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
 - (a) STRATEGIC DIRECTION
(Image of the City, Quality of Life, Transportation) X
 - (b) HEALTH/SAFETY/ENVIRONMENT X
 - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
 - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
 - (e) ECONOMIC DEVELOPMENT _____
 - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
 - (g) MAINTAIN EXISTING SERVICE
(Roads, Buildings, Other basic infrastructure) _____
 - (h) REDUCE ONGOING COST
(Staffing and/or resource requirements) X (if school guard)
7. FEASIBILITY STUDY:
 - (a) DATE (MONTH-YEAR): _____
 - (b) GROSS COST \$ _____
8.
 - (a) PROJECT STARTING DATE (MONTH-YEAR) 1996 March
 - (b) PROJECT FINISHING DATE (MONTH-YEAR): 1996 December
9.
 - (a) GROSS COST OF PROJECT In Year-Of-Start Dollars: \$ 690,000
 - (b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy The signal are eligible for up to 50% subsidy on
and describe) the cost of installation - subject to MTO upset \$ 172,000
 - (c) LESS OTHER RECEIPTS (Specify): _____ \$ _____
 - (d) NET CITY'S COST: \$ 518,000
10. (a) YEAR OF EXPENDITURE:

- 1994 \$ _____	- 1999 \$ <u>63,000</u>
- 1995 \$ _____	- 2000 \$ <u>66,000</u>
- 1996 \$ <u>59,000</u>	- 2001 \$ <u>68,000</u>
- 1997 \$ <u>60,000</u>	- 2002 \$ <u>69,000</u>
- 1998 \$ <u>62,000</u>	- 2003 \$ <u>71,000</u>

11. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a) WITHIN THE CITY DEPARTMENTS _____

(b) IN THE COMMUNITY _____

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR)	<u>1996 December</u>	
(b) GROSS COST (All Inclusive)		\$ <u>0</u>
(c) LESS RECOVERY/REVENUE		\$ <u> </u>
(d) NET CITY'S COST		\$ <u>0</u>
(e) FOLLOWING YEAR - DATE (MONTH-YEAR)	<u>1997 January-December</u>	
(f) GROSS COST (All Inclusive)		\$ <u>2,000</u>
(g) LESS RECOVERY/REVENUE		\$ <u>1,000</u>
(h) NET CITY'S COST		\$ <u>1,000</u>

NOTE: Includes programming costs, utilities, building and ground maintenance expenses, and all administrative costs.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Reduced public safety, possible increase in travelling time, fuel used by motorists.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No Yes X ; If yes,

(a) PROJECT NO. (1993-2002 Capital Budget)	<u>95.0 to 101.0</u>
(b) AT CITY'S COST OF	<u>\$ 51,000 (1996) to \$60,000 (2002) annually</u>
(c) SCHEDULED TO START IN THE YEAR	<u>1996 to 2002</u>

Signature of Department Head/
Local Board Manager

Signature of C.A.O

Date

Date

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE: _____

Yes No

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: \$ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: \$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

5(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

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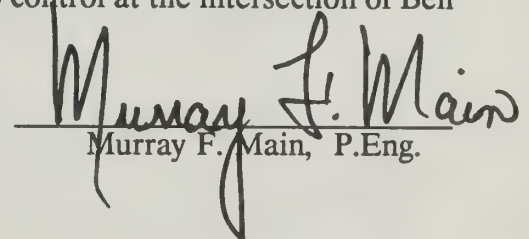
CITY CLERKS

SUBJECT:

Intersection of Bell Manor Street and Berkindale Drive - Intersection Control. [TEC-275-93]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Bell Manor Street and Berkindale Drive.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted three-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.

BACKGROUND:

Alderman Fred Eisenberger has advised of a request from Mr. Verma, No. 122 Berkindale Drive, that three-way stop control be implemented at the intersection of Bell Manor Street and Berkindale Drive to control the speed of traffic on Berkindale.

The subject intersection is a three-leg intersection, and presently, southbound traffic on Bell Manor is required to stop for eastbound and westbound traffic on Berkindale. Traffic Department records indicate that there have been no reported collisions at this intersection over the past seven years. This is an excellent collision record which could not be improved upon by the implementation of three-way stop control.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted three-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stop signs create disrespect by motorists to the extent that the compliance of stop signs is deteriorating every year.

There is already an existing three-way stop at the intersection of Berkindale and Varga, which is only approximately 820 feet west of Bell Manor. Also, motorists are required to slow down to negotiate the curve in the road only approximately 100 feet east of Bell Manor.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Bell Manor and Berkindale Drive.


MT/CVB/ks



5(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

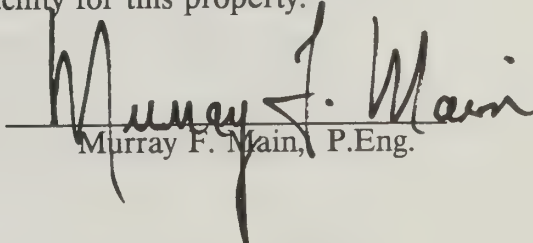
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Availability of Disabled Parking at no. 1 Hunter Street East [TEC-302-93]

RECOMMENDATION:

- (a) That the first two parking meters on the north side of Hunter Street East, east of James Street South, be removed and replaced with a "Permit Parking" regulation; and
- (b) That the Director of Traffic Services be authorized to issue two parking permits to the Regional Social Services Department, 1 Hunter Street East, to exempt persons attending the "work-able" facility from the "Permit Parking" regulation at this location; and
- (c) That the Regional Health and Social Services Committee be requested to provide sufficient funds in their 1994 budget to allow for the construction of a wheelchair ramp to provide access to the off-street parking facility for this property.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1993 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. Some revenue will be lost by the removal of two on-street parking meters.

BACKGROUND:

In report TEC-25-93, a copy of which is attached, the Traffic Department reported respecting a request by the Regional Council that two of the metered parking spaces in front of no. 1 Hunter Street East be reserved for physically disabled persons attending a job training facility at the Regional Social Services building. The recommendation to not approve this request was approved by the Transport and Environment Committee on 1993 March 1, but referred back by the City Council on 1993 March 9 in order for a delegation to appear before the Committee. The Transport and Environment Committee, on 1993 April 5, directed staff to conduct a further review of this matter.

There are approximately 24 reserved parking spaces for staff of this building entirely on private property. City staff have met with representatives of the Regional Social Services Department and have been advised that the existing off-street parking spaces cannot be used by many of the disabled persons attending this facility because the lots are at the second floor level of the building, and accessibility to the first floor is required. It is stated further that wheelchair users cannot get from the lot to the first floor because of the grade of the sidewalks on both James and Hughson Streets.

Staff are seriously concerned about setting a precedent by reserving on-street parking spaces for disabled motorists in front of institutional/commercial/industrial buildings. It could be argued that spaces should be reserved at all public buildings in the City and particularly in the downtown area and this would lead to conflicts in areas where parking is and should be prohibited. The appropriate solution would be to construct a wheelchair ramp which would be suitable for access to the off-street parking areas. However, Regional staff have advised that no funds are available at this time.

It appears that this situation is unique in that the off-street parking areas cannot be utilized by disabled persons. Therefore, at the present time, the Traffic Department concurs with the request.

Hunter Street East is scheduled for reconstruction in 1994 and the reconstruction will include narrowing the roadway and constructing parking bays. This proposal will result in a loss of five of the existing ten metered parking spaces and may compound the parking shortage in this area. Therefore, it is recommended that the Region be requested to budget sufficient funds to allow for the construction of a proper wheelchair ramp which will allow disabled motorists to access the off-street parking areas for this property.

MH/jd
Attach.

Committee Approval 93/03/01

Council Approval 93/03/09

CITY OF HAMILTON

- RECOMMENDATION -

~~38~~
38.

DATE: 1993 January 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

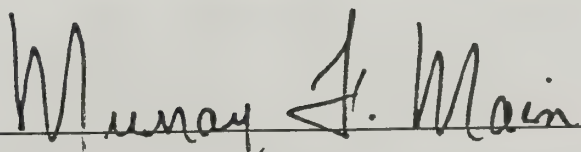
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Availability of Disabled Parking at no. 1 Hunter Street East [TEC-25-93]

RECOMMENDATION:

- a) That the Regional Council be advised that the City of Hamilton Traffic By-law does not provide for reserved disabled parking spaces on City streets; and
- b) That a recommendation be forwarded to the Regional Department of Social Services that reserved disabled parking spaces be provided within existing parking areas on their own property.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the 1993 January 4 meeting of the Transport and Environment Committee, a letter was received from the Regional Clerk's Office advising of the following request of the Health & Social Services Committee which was approved by the Regional Council on 1992 December 15:

"12. Availability of Disabled Parking at 1 Hunter Street East

- a) That the initiative to have 2-3 parking spaces in metered areas designated for the disabled at 1 Hunter Street East be supported;
- b) That this recommendation be forwarded to Transport and Environment Committee at the City of Hamilton for their immediate attention to this matter;
- c) That this recommendation be referred to the Traffic Department at the City of Hamilton for information."

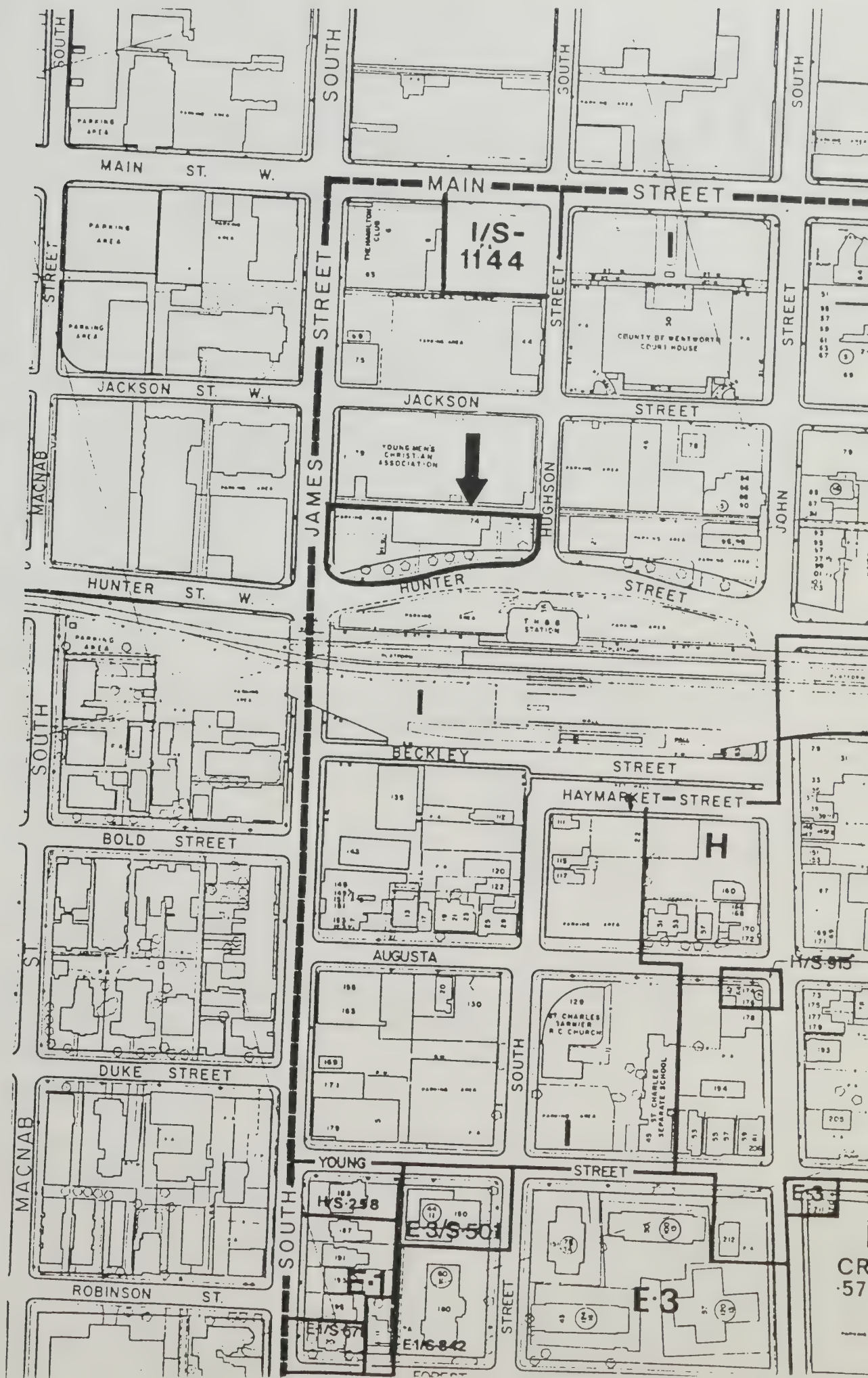
The above request was referred by the Transport and Environment Committee to the Traffic Department for investigation and report.

The north side of Hunter Street East in this area is presently occupied by one hour parking meters. The City and Regional Traffic By-laws provide that a parked vehicle either driven by or used for the transporting of a physically disabled person is exempt from depositing of coins in parking meters or from signed parking time limits which regulate the amount of time that a vehicle may be parked on the street. Thus, vehicles displaying valid disabled permits issued by the Ministry of Transportation may be parked at any of the metered parking spaces on the north side of Hunter in front of the Regional Social Services building without depositing coins in the parking meters, and these vehicles may be parked beyond the one hour limit.

Neither the City nor Regional Traffic By-laws allow for the reservation of individual reserved disabled parking spaces on public highways, and there would be no guarantee that persons attending the Regional Social Services building would be able to use these spaces at all times, since other disabled motorists may choose to park in this area for long periods of time.

Information obtained from the City Property Department indicates that the Regional Social Services Department will be re-locating in approximately one year, since there is an existing one year lease for this property. Further investigations reveal that there are approximately 24 reserved parking spaces for staff of this building entirely on the private property. Therefore, the most appropriate action would be to reserve some of the off-street parking for disabled motorists, and the City Traffic Department could assist by advising on the proper signing of these spaces.

H.A.
MH/jd



5(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

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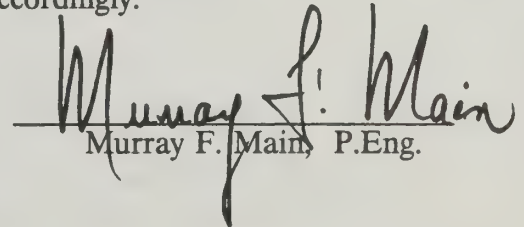
CITY CLERKS

SUBJECT:

90° Turn in the Roadway where Cheever Street meets Birge Avenue - Stop Sign
[TEC-263-93]

RECOMMENDATION:

- (a) That the existing northbound and westbound stop control at the 90° turn in the roadway where Cheever Street meets Birge Avenue be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Highway Traffic Act for Ontario does not provide for the erection of stop signs at non-intersection locations such as the 90° turn in the roadway where Cheever meets Birge. Therefore, the Municipality could be liable for any damages associated with the stop signs at this location.

BACKGROUND:

The Transport and Environment Committee, on 1990 September 17 and the City Council on 1990 September 25, approved the installation of stop signs on the 90° turn in the roadway where Cheever Street meets Birge Avenue. This request was a result of a petition signed by 33 area residents requesting that three-way stop control be implemented at the southerly intersection of Cheever and Birge as well as at the 90° turn in the roadway where

Cheever meets Birge (north-leg). The Traffic Department opposed the installation of stop signs at both of these locations, but has serious concerns particularly about the stop signs at the 90° turn in the roadway for the following reasons:

1. The purpose of the stop sign is to control the right-of-way at an intersection, and this 90° turn in the roadway is not an intersection and has no conflicting vehicular movements. There are literally hundreds of 90° turns on local residential streets in the City, and the use of stop signs at such locations, where the motorist does not expect to have to stop, could lead to a more serious condition, when pedestrians crossing the street expect motorists to stop, and the motorist fails to stop for the stop sign. A study conducted on 1993 October 13 revealed that 48 (36%) of the 133 motorists failed to stop for the stop signs at this location during a 2 hour period.
2. The Law Department has again reviewed the relevant sections of the Highway Traffic Act which indicate that stop signs may be erected at intersections, and has again expressed the opinion that the Highway Traffic Act provides the authority to erect stop signs only at intersections and that Municipalities are prohibited from erecting stop signs at other locations. Furthermore, the Ministry of Transportation Legal Branch advised that the Highway Traffic Act does not provide for the erection of stop signs at any location other than an intersection of two public highways, and that the Municipality could be liable for any damages associated with the erection of stop signs at such a location.

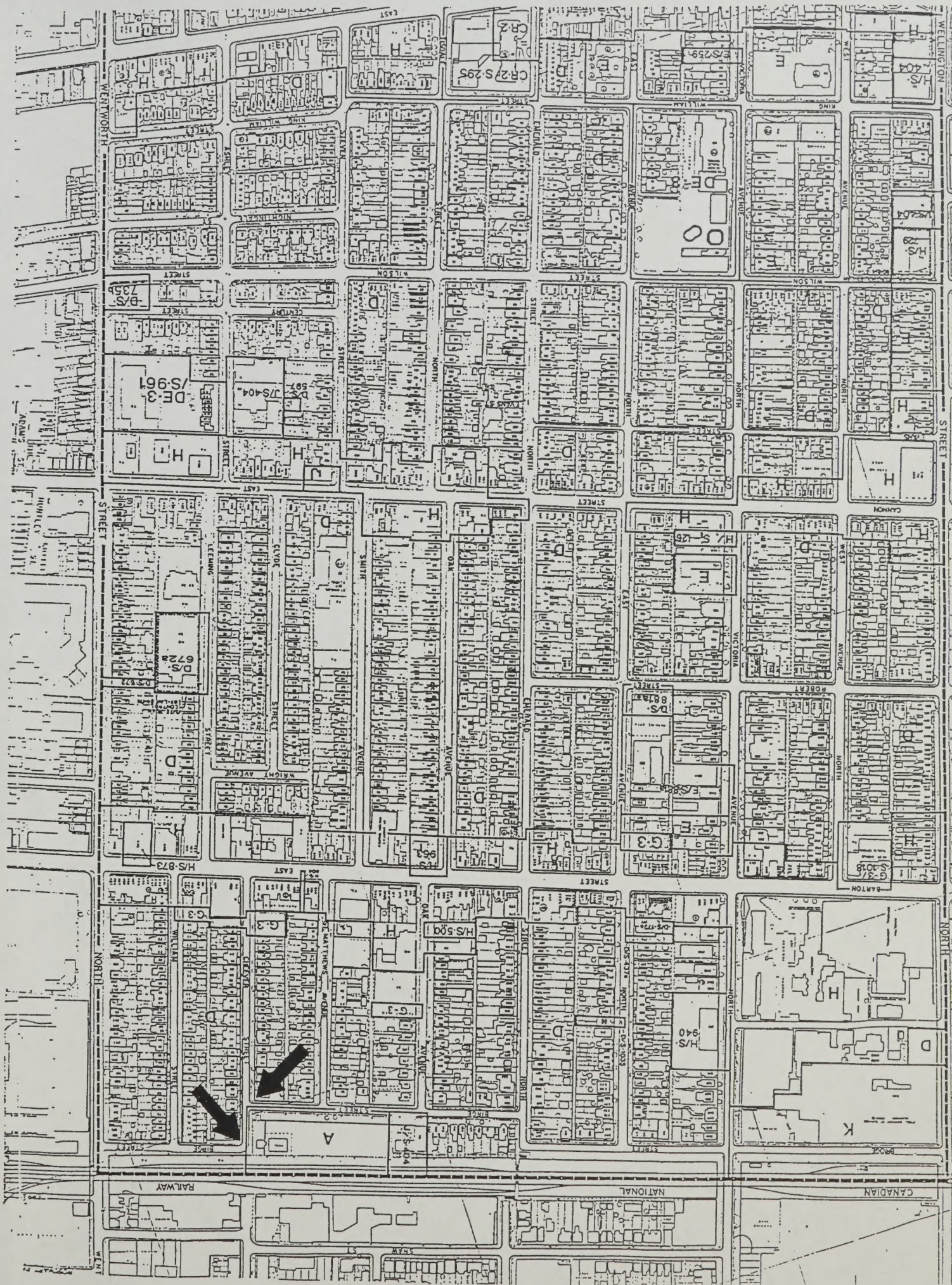
Stop signs previously existed at one 90° turn in the roadway. However, these signs were removed at the direction of the City Council upon receipt of the initial legal interpretation. Studies at that location indicated that approximately 48% of the motorists did not perform a legal stop at that location.

3. There is an existing three way stop at the three-leg intersection of Birge and Cheever only approximately 50 feet south of the stop signs on the turn in the road.

In view of the above, the Traffic Department recommends that the stop signs at the 90° turn in the roadway where Birge meets Cheever be removed.

MH

MH/jd





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